

**AGENDA  
PLANNING COMMISSION MEETING  
CITY OF SHOREVIEW**

**DATE:** January 29, 2013  
**TIME:** 7:00 PM  
**PLACE:** SHOREVIEW CITY HALL  
**LOCATION:** 4600 NORTH VICTORIA

**1. CALL TO ORDER  
ROLL CALL  
APPROVAL OF AGENDA**

**2. APPROVAL OF MINUTES**  
*December 13, 2012*  
*Brief Description of Meeting Process – Chair Steve Solomonson*

**3. REPORT ON CITY COUNCIL ACTIONS**  
*Meeting Date: January 7<sup>th</sup> and January 22<sup>nd</sup>, 2013*

**4. NEW BUSINESS**

**A. PUBLIC HEARING - REZONING / PRELIMINARY PLAT / PLANNED UNIT  
DEVELOPMENT – DEVELOPMENT STAGE**

*File No.2475-13-02*

*Applicant: PAR System, Inc. / Welsh Shoreview, LLC*

*Location: 625, 655 & 707 County Road E West*

**B. SITE AND BUILDING PLAN REVIEW**

*File No.2474-13-01*

*Applicant: Ramsey County Parks & Recreation Department*

*Location: 5959 Lexington Ave (Rice Creek Dog Park)*

**5. OLD BUSINESS**

**A. CONTINUATION OF PUBLIC HEARING- TEXT AMENDMENT – VEHICLE SALES**

*File No: 2454-12-17*

*Applicant: City of Shoreview*

*Location: City Wide*

**6. MISCELLANEOUS**

*A. City Council Assignments for February 4<sup>th</sup> and February 19<sup>th</sup>, 2013  
Commission Members Solomonson and McCool*

*B. Planning Commission Workshop @ 6:00 p.m. before the next regular meeting scheduled  
February 26, 2013.*

**7. ADJOURNMENT**

**SHOREVIEW PLANNING COMMISSION  
MEETING  
December 13, 2012**

**CALL TO ORDER**

Chair Solomonson called the meeting of the December 13, 2012 Shoreview Planning Commission meeting to order at 7:00 p.m.

**ROLL CALL**

The following members were present: Chair Solomonson; Commissioners, Ferrington, McCool, Proud, Schumer, and Thompson.

Commissioner Wenner was absent.

**APPROVAL OF AGENDA**

**MOTION:** by Commissioner Schumer, seconded by Commissioner Proud to approve the December 13, 2012 agenda as submitted.

**VOTE:**                                      Ayes - 6                                      Nays - 0

**APPROVAL OF MINUTES**

**MOTION:** by Commissioner Proud, seconded Commissioner Schumer to approve the October 23, 2012 Planning Commission minutes as submitted:

**VOTE:**                                      Ayes - 6                                      Nays - 0

**REPORT ON COUNCIL ACTION**

City Planner Nordine stated that the City Council approved the following applications as recommended by the Planning Commission:

- Amendment to Planned Unit Development - Development Stage, Heather Ridge Townhouse Association for the addition of active recreation space
- Site and Building Plan Review for Tom Houck, 4610 Milton Street for an addition
- Site and Building Plan Review for Lake Johanna Fire Department, Station No. 4 addition

## NEW BUSINESS

### SITE AND BUILDING PLAN REVIEW

**File No:** 2472-12-35  
**Applicant:** Venture Pass Partners, LLC  
**Location:** 1041 Red Fox Road

#### **Presentation by City Planner Kathleen Nordine**

The application is to construct a 14,000 square foot specialty grocer, Trader Joe's. This is Phase 2 of the approved PUD for this site. The property is platted with three parcels. Phase 1 has been completed with a retail center. Phase 3 will be for a commercial bank building. Easements have been executed for access, parking and maintenance. Some of the private infrastructure has been constructed for the phases. The approved PUD does allow for Code deviations of structure setback from the 50 feet required from I-694 to 48.5 feet. Parking spaces are 15 feet from I-694 rather than the required 20 feet.

Storm water management was constructed as part of the overall PUD. There is 72% lot coverage, which is less than the 80% allowed. The architecture design is similar to the retail center. Three wall signs for the Trader Joe's were approved with the Comprehensive Sign Plan.

Concerns of traffic were expressed, and a feasibility study for road improvements on Red Fox Road is scheduled to be presented to the City Council in December.

Property owners within 350 feet were notified of the project. The Lake Johanna Fire Department did submit comments. Staff finds that the proposal is consistent with the PUD and recommends approval with the conditions listed in the staff report.

Commissioner Ferrington asked for more details on the proposed road improvements for Red Fox Road. Ms. Nordine stated that the work would include lane widening, a right turn lane onto Red Fox Road from Lexington, and medians to manage turning movements on Red Fox Road.

Commissioner Schumer asked if there would be a drive in the back of the building for deliveries rather than trucks driving through the parking lot. Ms. Nordine stated that an added access was discussed to help traffic flow for deliveries.

Chair Solomonson asked if there are conditions for snow storage, hours of delivery and truck parking. Ms. Nordine stated that delivery hours and truck parking limitations are not proposed as this commercial area is not adjacent to residential neighborhoods.

**Mr. Randy Rauwerdink**, Vice President introduced Dave Carland, President; and Jim Ottenstein, Executive Vice President of Ventures Pass. He stated that great care has been taken to incorporate the design of the retail center for Trader Joe's. The liquor store portion of the store is at the south end of the building with separate access. The delivery door faces the

freeway and not visible. Snow storage would be on green areas at the north and south end of the site. He thanked the Commission for considering the application and commended staff for an accurate report.

Commissioner McCool asked if there will be cart storage in the parking lot. **Mr. Rauwerdink** stated that there are and there is a screened wall in front of the building where they will be stored.

Chair Solomonson opened discussion of the project to the public. There were no comments or questions.

Chair Solomonson requested that copies of the plan for traffic improvements be sent to the Planning Commission.

**MOTION:** by Commissioner Schumer, seconded by Commissioner Thompson to approve the Site and Building Permit Review application, including the Development Agreements, submitted by Shoreview Ventures for the development of 1041 Red Fox Road with a Trader Joe's specialty grocery market. The submitted development plans are consistent with the approved PUD master plan and the City's development standards.

1. This approval permits the development of this parcel with a 14,000 square foot specialty grocery market.
2. Approval of the final grading, drainage, utility, and erosion control plans by the Public Works Director, prior to the issuance of a building permit for this project.
3. The applicant is required to enter into a Site Development Agreement and Erosion Control Agreement with the City. Said agreements shall be executed prior to the issuance of any permits for this project.
4. The master development agreement for the plat and PUD for this development shall remain in effect and said terms which apply to Lot 1 shall be adhered to.
5. The items identified in the memo from the Assistant City Engineer/Public Works Director must be addressed prior to the issuance of a building permit.
6. The items identified in the memo from the Fire Marshal shall be addressed prior to the issuance of a building permit.
7. The Building Official is authorized to issue a building permit for the project, upon satisfaction of the conditions above.

This approval is based on the following findings of fact:

1. The proposed land use is consistent with the City's Comprehensive Plan.
2. The proposed land use and development plans are consistent with the approved PUD and the Development Code standards.
3. The use is in harmony with the general purposes and intent of the Development Code and Comprehensive Plan.

**VOTE:**        Ayes - 6                      Nays - 0

**COMPREHENSIVE SIGN PLAN AMENDMENT**

**File No:** 2469-12-32  
**Applicant:** TCF / Color Sign Systems, Inc.  
**Location:** 3836 Lexington Avenue

**Presentation by Senior Planner Rob Warwick**

The amendment is to the sign plan approved by the Planning Commission at its August meeting and approved by the City Council on September 17, 2012. The approved plan includes three wall signs, a pylon sign with an integrated message center sign, two illuminated window signs that only state, "OPEN" or "CLOSED", and traffic direction signs. TCF has requested an amendment for a monument sign with an integrated message center rather than a pylon sign. The monument sign would be larger with an area of 59.1 square feet. The message center would have an added 25.2 square feet; 10 square feet was approved on the pylon sign. The height of 13.8 feet for the monument sign is shorter than the approved 20-foot pylon sign. The height is higher than what is allowed for a building of less than 20,000 square feet.

TCF is located at the corner of Lexington and Red Fox Road. Public street access is with a right-turn only. There is full access from the Target service drive. TCF will convey easements along Red Fox Road and Lexington for the sign, which announces the gateway to the Red Fox Road retail area. The sign will be set back 5 feet per City requirements. City Code encourages use of monument signs rather than pylon signs.

The message center was approved at 10 seconds per display. TCF has requested 8 seconds per display.

Staff supports the amendment. Materials are consistent with what was previously approved. It is important for the sign to be visible from Red Fox Road and Lexington. The message center sign is reasonable for this property.

Notice was given to property owners within 350 feet. No comments were received. The amendment complies with the criteria and findings. Staff is recommending that the Planning Commission forward the amendment to the City Council for approval.

Chair Solomonson asked if the sign on Red Fox and Lexington will be a message center sign. Mr. Warwick stated that he does not anticipate a message center sign in that location because it is difficult with multiple users to prioritize use.

Commissioner Proud asked if the brightness of the sign is in conformance with City regulations. Mr. Warwick stated that the applicant is aware of industry standards. The sign brightness is set at the factory and has an automatic dimmer to adjust ambient light conditions. Billboard regulations are 0.3 foot candles above ambient light measured at the center of the street.

Commissioner Proud asked how much brighter the factory settings are than the ambient lighting. Mr. Warwick stated that ambient lighting is difficult to measure, but if there are concerns, he

would suggest a condition to address illumination measured in foot candles at a specified distance, such as from the center of the road as is used in parking lot lighting. He also noted that the example depicts a graphic which is in violation of Code. Only text is to be used. He asked if multiple colors are allowed. Mr. Warwick stated that an amber color is required by Code on message center signs in residential areas. No limitation exists in non-residential areas regarding color. A condition is required that a uniform color and height be used and that no graphics are to be used to make the sign consistent with Code requirements.

Commissioner McCool noted that TCF has indicated the sign will be controlled centrally and asked how Shoreview regulations would be enforced, especially if their messages are uniform and Shoreview has different regulations from other communities. Mr. Warwick explained that the central control is to vary the message, but it will be uniform with Shoreview regulations.

**Mr. Dave Shannon**, Color Sign Systems, stated that he is representing TCF regarding signage. Commissioner Proud asked about the brightness settings. Mr. Shannon stated that the maximum brightness is set to match City Code at 5,000 nits. It automatically dims according to conditions of ambient light. Once the settings are put in, there are usually few complaints.

Commissioner Proud asked how much brighter the sign will be than ambient light conditions. He requested that a published standard, not the industry standard be provided to the Commission. **Mr. Shannon** stated that he is only familiar with brightness in terms of nits and not in comparison to ambient light. He offered to research an answer for Commissioner Proud. He noted that many cities have no restrictions and 5,000 nits as proposed is the lowest brilliance used.

Commissioner McCool asked why the sign is 13 feet in height rather than the 12-foot City standard. **Mr. Shannon** stated that the sign is 3 feet from grade with a brick base. A standard TCF small sign is the one proposed. The information has to fit around the logo and fit as close as possible to Code. It is not possible to purchase a message center small enough to meet Code. The height of the sign could be reduced by making the base one foot above grade, but that may not be above snow cover. Mr. Shannon added that the sign programming is done by his office in accordance with City Code.

Commissioner McCool asked for information that will be posted on the sign. **Mr. Shannon** explained that the time and temperature that TCF always posts will be on the sign. His company programs the sign every week. There will be public service announcements according to what TCF requests. Each sign has its own schedule and set of messages.

Commissioner Schumer noted that a condition of approval is that no graphics are to be used. **Mr. Shannon** stated that would be a deal breaker. The same is true for uniform lettering. Flexibility is needed to fit the message for readability.

Commissioner Proud noted that graphics are prohibited in the City's sign ordinance. **Mr. Shannon** stated that the pylon sign was approved with a color message center as drawn on the illustration. Mr. Warwick stated that similar conditions were imposed on the prior approval of the pylon sign. Technology is changing so rapidly that some sign companies do not make a one-

color sign anymore. He can buy one, but that is not what TCF would like to have and he would not recommend they spend thousands of dollars for a one-color sign. In his 40 years of business, he has not heard of a lawsuit from an accident based on the design of a sign.

Commissioner Proud asked if it would be possible to postpone this decision another month. He would have difficulty supporting this request that clearly deviates from City Code. **Mr. Shannon** stated that it takes 60 days for the equipment to be shipped in, and the grand opening is in February. He offered to call staff directly regarding brightness, if that is a concern.

Commissioner Ferrington asked if the pylon sign conditions proposed by Staff included uniform color and prohibited graphics. Mr. Warwick answered, yes. The Comprehensive Sign Plan is the mechanism to allow deviations.

Chair Solomonson noted that two large billboards on Lexington. Through the Comprehensive Sign Plan, the requested deviations can be granted, which he would favor.

Commissioner Proud stated that the Code is based on aesthetics. He does not see justifying the deviations requested based on the billboards previously approved.

Commissioner McCool stated that the graphics and colors are not a great concern for him. However, he does not want this sign to become the community bulletin board. He would like messages to be limited to business operations. He would like the sign to comply with the 12-foot height, as the location is on an elevated grade.

Commissioner Schumer stated that he does not have a problem with the colors and graphics. Technology has moved quickly. The height is lower and he does not have a problem with 13 feet. He would eliminate condition Nos. 1 and 4.

Commissioner Thompson stated that the sign is very attractive. The colors, graphics and height are not a concern. She asked the City's perspective knowing the purpose of this sign. Mr. Warwick stated the conditions are based on Code. Deviations can be approved with a Comprehensive Sign Plan.

Commissioner Ferrington stated that the applicant knew the conditions for approval and was not addressed at this meeting. She would like to see the height be in compliance with the 12-foot limit.

Commissioner Proud stated that he would not support graphics. The Code states that messages should relate to goods and services on the premises. Even time and temperature are questionable.

Chair Solomonson responded that the pylon sign approved was 20 feet. This is a reduction and he can support the request.

**MOTION:** by Commissioner Schumer, seconded by Commissioner Thompson to recommend the City Council approve the Comprehensive Sign Plan amendment submitted by

TCF Bank for 3836 Lexington Avenue, subject to the following conditions with a change to C1. to read, display text sufficient to be readable by motorists without distraction and elimination of condition No. 4 under C. Approval is based on the five findings of fact.

- A. The signs shall comply with the plans submitted for the Comprehensive Sign Plan application. Any significant change will require review by the Planning Commission and City Council.
- B. The applicant shall obtain a sign permit prior to the installation of any signs on the property.
- C. The message center sign shall:
  - 1. Display text using a uniform color and letter height sufficient to be readable by passing motorists without distraction.
  - 2. Messages shall be limited to allow passing motorists to read the entire copy.
  - 3. Messages shall not include telephone numbers, email addresses or internet urls.
  - 4. No graphics shall be displayed on the message center.
  - 5. Messages shall be displayed for a minimum of 8 seconds, and shall change instantaneously.
  - 6. Messages be presented in a static display, and shall not scroll, flash, blink or fade.
- D. Traffic Directional signs shall not be located in the public street right-of-way without the authorization of the appropriate jurisdictional agency.

This approval is based on the following findings of fact:

- 1. *The plan proposes signs consistent in color, size and materials throughout the site for each type of proposed sign. Each type of sign (Monument, Wall, Traffic Directional, etc.) uses uniform color and materials, and with colors generally based on the TCF logo.*
- 2. *Approving the deviation is necessary to relieve a practical difficulty existing on the property. The business needs visibility from each elevation facing an access point and that the proposed signs provide that needed visibility. Staff believes that lot access presents a practical difficulty that warrants additional business identification. The corner location at the intersection of Lexington (an arterial) and Red Fox Road (a local street) also contributes to the practical difficulty since Red Fox is the main road for this retail area, but is classified as a local road.*
- 3. *The proposed deviations from the standards of Section 208 result in a more unified sign package and greater aesthetic appeal between signs on the site. The wall signs proposed*



give a uniform appearance to each building elevation facing a vehicular access point. Message center signs are not uncommon at bank facilities. Use of the message center is reasonable and consistent with previous City decisions regarding message center signs.

4. *Approving the deviation will not confer a special privilege on the applicant that would normally be denied under the Ordinance.* The configuration of the access to the lot and building is unique for this property with two points of ingress that are right turn only, and only one point of egress.
5. *The resulting sign plan is effective, functional, attractive and compatible with community standards.* The sign plan proposes signs with design and sign areas that generally conform to the provisions of Code.

Discussion:

Commissioner Proud stated that he does not agree that the findings address practical difficulty in the City's standard.

City Attorney Filla stated that Section 203.040, subd. C2(c)ii requires a finding of practical difficulty for deviation from the Sign Code.

Commissioner Proud stated that the applicant indicated a sign with a single color is possible. He would like to see this matter continued in order to have a more thorough and deliberate discussion to resolve difficulties.

Commissioner McCool stated that in relation to practical difficulty, he is convinced that the deviations are reasonable. The market has determined the changes in signs and colors and graphics that are not the creation of the applicant.

Commissioner McCool offered an amendment to the motion: to add No. 6 to condition No. C to read, "sign may display time, weather conditions and images that reflect weather conditions and shall advertise only goods or services offered on the premises. Commissioner Proud seconded this amendment.

**VOTE ON FIRST AMENDMENT**

Ayes - 5                      Nays - 1 (Schumer)

Commissioner McCool offered a second amendment, Condition E. that the sign shall be no taller than 12 feet in height. Commissioner Ferrington seconded.

**VOTE ON SECOND AMENDMENT**

Ayes - 4                      Nays - 2 (Schumer, Thompson)

**VOTE ON ORIGINAL MOTION AS AMENDED BY ABOVE TWO AMENDMENTS**

VOTE:           Ayes - 4                           Nays - 2 (Ferrington, Proud)

Chair Solomonson called a break and reconvened the meeting at 8:55 p.m.

**VARIANCE**

**File No:**                    **2468-12-31**  
**Applicant:**               **Michael Morse**  
**Location:**                **1648 Lois Drive**

**Presentation by City Planner Kathleen Nordine**

The following variances are requested in order to complete a partially constructed detached garage:

- Exceed the maximum area permitted of 576 square feet to 1,100 square feet
- Exceed combined area permitted of 691 square feet to 1,100 square feet
- Exceed the maximum height permitted of 15 feet to 15.91 feet
- Reduce the required 5-foot west side setback to 2.3 feet.

This application is similar to one presented to the Planning Commission in 2011, which the Planning Commission denied.

In July 2011, the City became aware that this structure was being constructed. A Stop Work Order was issued, as no building permit had been issued. The structure is in noncompliance, and the property owner applied for variances. In August 2011, the Planning Commission reviewed the request for variances and determined that practical difficulty did not exist. The variances were denied. In September 2011, the City Council considered an appeal of the Planning Commission decision by Mr. Morse. The City Council upheld the Planning Commission decision.

In October 2011, Mr. Morse was notified that the property needed to be brought into compliance by November 1, 2011. In December 2011, the City Council held an abatement hearing and determined that the structure is a public nuisance and ordered its abatement. At present, the structure remains on the property, and the City has filed a complaint with the District Court seeking an order for removal of the structure. A decision has not yet been issued.

The City's Development Code allows a property owner to file the same or similar application six months after denial. The applicant has indicated that an addition to the home is planned that would increase the foundation of the living area to a total of 1,375 square feet. However, since

the addition has not been constructed, that total cannot be used in the formula for accessory structure, which is 75% of foundation area of the principal structure. The property is zoned R1.

The applicant states that the proposed garage is similar to the sizes of other garages in the neighborhood. The existing home is small, and the square footage allowed is not adequate. Code restrictions depress the property value. A drainage easement on the south side restricts location of the structure. The side yard encroachment is necessary to achieve a reasonable sized garage. The new garage is in the same location as the previous one. Also, the applicant has stated that he was not aware that a building permit was needed.

Staff has reviewed the application and does not believe that practical difficulty exists. As the new garage is 140% of the foundation of the house, it becomes the principal structure on the property. The proposed 1,100 square feet is not reasonable due to the size of the lot, the house and proximity to the side property line. Although the house is small, it is similar to other homes in the neighborhood with smaller garages. There are some garages in the neighborhood that are larger, but most are in compliance. The drainage easement is not unique and does not create the need for encroachment into the side setback. The 2.3 feet does not allow enough room for mitigation of the impact of the size of the structure.

Public comment does not support the structure, and residents have asked why it still remains. Staff is recommending denial, as the circumstances have not changed from the first application. The property can be used in a reasonable manner and there is space to build a garage that would be in compliance. The size of the proposed structure will negatively impact the neighborhood.

City Attorney Filla stated that the application can be considered six months after denial. Litigation has commenced, and a trial will be scheduled for spring of 2013.

Commissioner McCool asked if a building permit was applied for to build the house addition. Ms. Nordine stated that an application for a house addition and completion of the garage was submitted. The application was denied because the accessory structure is not in compliance.

Chair Solomonson asked staff to comment on previous Code requirements, when other larger garages were built in the neighborhood and to compare this application with other smaller homes in the area with larger garages. Ms. Nordine stated that the Development Code was amended in 2006 when accessory structure regulations became stricter. A chart of properties in the area shows the largest garage is 937 square feet and just over the size of the home at 102%.

Commissioner Schumer asked if only a building permit would be needed if just the house addition were being considered. Ms. Nordine answered that only a building permit is needed. Commissioner Schumer asked if the garage was approved, what amount of time would be allowed for the house addition. Ms. Nordine stated that the house addition is a separate issue. Even if the addition were completed, variances would be needed for the garage setback and size which would exceed 75% of the house foundation area.

**Mr. Fritz Knaak**, Attorney for the Applicant, stated that it will cost many thousands of dollars to remove a structure for which he was unaware a building permit was needed. Practical difficulty does exist in this case. He distributed a letter to the Planning Commission summarizing his comments at this meeting. The current condition of the garage is ugly and covered with plastic to preserve it until the issues can be resolved. This small home was purchased by the applicant as a single person. Now he has become a family of four. The addition he plans is to keep his family in this home. Under the City's Code, the owner of a smaller house is not entitled to enlarge a garage to accommodate the number of people or vehicles owned. The initial design was taken from other garages he observed in the neighborhood. He was unaware of needing a building permit. What is being asked is not far-fetched. There are practical difficulties. The character of the neighborhood is eclectic in terms of accessory structures. The larger garage enhances the value of the home. He showed photographs of larger garages in the neighborhood. The footprint of the garage is aligned with the driveway and on the same location of the previous garage with the same setback. The drainage easement is a deep ditch, which is a significant hardship and implicates where anything can be located on the property. What is proposed is consistent with the neighborhood. The original roof line can be engineered down to 15 feet. The major issue is the size, but it is not bigger than others in the neighborhood, and the ratio of house size to garage size is not unique. What is unique is the neighborhood with other small homes and larger garages.

Chair Solomonson opened the discussion to public comment. There were no comments or questions.

Commissioner McCool asked why the drainage ditch precludes a side setback of a compliant 5 feet. **Mr. Knaak** stated that the entire configuration of the driveway and house is based on the location of the ditch and impacts the setback. Commissioner McCool stated that a garage of 22' x 50' is remarkably large. He asked why the largest allowed garage of 750 square feet would not be adequate. **Mr. Knaak** explained that the size is driven by the need to store vehicles.

Commissioner McCool asked if partial demolition has been explored. **Mr. Knaak** explained that the problem is that there is a concrete pad with footings that would have to be broken up.

Commissioner Proud stated that he is not convinced by the applicant's argument. Necessary proof has not been presented.

Commissioner Ferrington agreed. She visited the site. While the drainage may be problematic for the home, she does not see how it impacts the 2.3 foot setback. Also, it is impossible to verify that the garage is reconstructed on the same footprint that would allow grandfathering.

Commissioner Schumer stated that nothing has changed. As a homeowner, the applicant must go through the same processes as everyone else.

Commissioner McCool stated that he does not support the variances. He does not believe it is legally justifiable to oversize a garage on the basis of number of vehicles. It is too large for the house, even if there is an addition to the house. The proportion is too large. He is not convinced

there are unique circumstances. He stated that the comparisons shown by the applicant are not clear as to the proximity of the subject property.

Chair Solomonson stated that one of the biggest concerns is the size. He believes a size of 750 square feet would be 15 feet shorter, a size that is more in character. He agreed that without the completed house addition, that cannot be considered. The Commission can only consider what is before it.

Commissioner Thompson stated that the garage is too long and does not comply with City standards.

MOTION: by Commissioner McCool, seconded by Commissioner Schumer to deny the following variances requested by Mike Morse, 1648 Lois Drive, to retain and finish the partially-constructed detached accessory structure on his property:

1. To exceed the maximum area permitted (75% of the dwelling unit foundation area or 750 square feet which ever is more restrictive). The area of the detached accessory structure is 1,100 square feet exceeding the maximum of 576 square feet permitted.
2. To exceed the combined areas of all accessory structures on the property (90% of the dwelling unit foundation area or 1,200 square feet whichever is more restrictive). The combined area of all accessory structures is 1,100 square feet exceeding the 691 square feet permitted.
3. To exceed the height of the house (15 feet) - a height of 15'11" feet is proposed.
4. To reduce the required 5-foot setback from a side property line to 2.3 feet.

Said denial is based on the following findings of fact:

1. The request does not comply with the spirit and intent of the City's Development Code and Comprehensive Plan due to the proposed size of the detached accessory structure. The accessory structure would become a dominant structure and use on the property and not be subordinate to the principal residential dwelling unit. With the proposed 2.3-foot setback from the side property line, open space between properties is not maintained and space is restricted to maintain the structure from the applicant's property.
2. Reasonable Manner. The applicant can use his property in a reasonable manner as permitted by the Development Code. In accordance with the City's regulations a two-car 576 square foot detached accessory structure and a storage shed could be constructed on the property at the required 5-foot setback. To this finding, Commissioner McCool added the following: The applicant's proposal is not a reasonable use because both the size and height of the structure are too large in proportion to the house and surrounding structures. Also, it is possible for the structure to be placed further away from the lot line.

3. Unique Circumstances. Unique circumstances are not present as there are other similar size homes in the neighborhood and the Development Code does provide the applicant with options to construct a reasonably sized accessory structure(s) on the property. The existing drainage easement on the east side of the property is not a unique circumstance and does not impede on the 5-foot side yard setback required from the west side lot line.
4. Character of the Neighborhood. The proposed size and mass of the structure and setback from the western side lot line does negatively impact the character of the neighborhood and adjoining properties. The residential character of the property is compromised by a structure that exceeds the foundation size of the home. Visual mitigation is not feasible due to the encroachment on the minimum 5-foot side setback required and limited space for landscaping, stormwater management and building maintenance. To this finding, Commissioner McCool added that a review of houses and garages in the nearby vicinity reveals that the proposed garage is not consistent with the character of the neighborhood.

VOTE:           Ayes - 6

Nays - 0

#### **CONDITIONAL USE PERMIT – PUBLIC HEARING**

**File No:**                    2470-12-33  
**Applicant:**               Dennis & Mary Louise Jarnot  
**Location:**                1000 Oakridge

#### **Presentation by City Planner Kathleen Nordine**

The application is for a Conditional Use Permit (CUP) to expand a second detached accessory structure on the property. A CUP is required for accessory structures to exceed the maximum area on parcels of 1 acre or more in size. The property is zoned R1. It is developed with a two-story single family home with a foundation area of 1,983 square feet. There is an attached garage of 753 square feet, a detached garage of 720 square feet and a storage shed of 168 square feet. The new structure would be 784 square feet and includes the existing storage shed which would be relocated to comply with the side yard setback. The combined floor area if all accessory structures is 2,257 square feet and the floor area of detached accessory structures combined is 1,537. The height is 17 feet; the maximum height allowed is 18 feet. The exterior is stucco with roof to match the other structures on the property.

The CUP allows uses that are compatible with conditions and standards to address any concerns identified during the review process.

The property is a low density detached residential use. The proposal is compatible with residential use and intended for the storage of vehicles and personal possessions. The location, height, design and setback requirements are in compliance with the City's Development Code. The closest residents are on Hanson. The proposed structure is 180 feet from the front property

line. Two public comments were received in support of the application. Staff is recommending approval.

Commissioner Ferrington stated that her only concern is that she wants to be sure there is little visibility of the structure, but the nearest dwelling is 180 feet away. Ms. Nordine stated that there are trees and a hedge.

Commissioner Solomonson asked the reason for the location near the other accessory structures.

**Mr. Dennis Jarnot**, Applicant, stated that the new structure will be behind an existing one and not visible. The distance to the nearest dwelling is 180 to 190 feet in front, the south is 320 feet and to the west property line is 210 feet. There is a hedge around the whole property. There are so many trees that one would have to stop in front of the property in order to see the new structure. He has 17 neighbors who abut his property. He has talked to 95% of them, and all are supportive. He is also planning to plant additional pines for winter screening in the 10-foot setback for more screening on that side. The structures are not used from November to April. There is no in and out everyday use because there is no driveway to the structures. It is used for storing collector cars, snowmobiles and a boat.

City Attorney Filla stated that he has reviewed the notices of publication and the required notices have been provided.

Chair Solomonson opened the public hearing.

**Mr. Todd Sharkey**, 4965 Hanson Road, asked if he could distribute some written information to the Commission. He stated that he called in the complaint. The complaint starts on Exhibit B1, where he says that his house is set back 90 feet. He has not taken out a permit. Mr. Jarnot does not have permission. His home is illegal, and Judge Wheeler, Ramsey County District Court, asked the City's Attorney who admitted the house is illegal. Judge Wheeler stated that the road could be barricaded. He will give the neighbors until the end of March to petition the City for a public street or he will barricade. On Exhibit M2 the roadway easement crosses his property. There is no certificate of survey to show how his house got there. There is no variance. He does not follow the rules. If the City does not take action to establish non-conforming rights, the Jarnot house at 1000 Oakridge diminishes property value. Exhibit X1, states that no further accessory structures will be permitted on this property, and he signed it. His house is not within Code. Mr. Jarnot knows he cannot have added accessory structures, but they are there. He has no reason to set his house back 52 feet further than City Code allows. In 2005, when he was denied a minor subdivision it was because it did not face a public street. However, Oakridge Avenue is a public street. Mr. Jarnot and two other property owners do not have public access to their own properties. It is not fair.

MOTION: by Commissioner Proud, seconded by Commissioner Schumer to close the public hearing.

VOTE: Ayes - 6 Nays - 0

Commissioner Proud stated that material has been presented that needs to be carefully reviewed by the Commission, staff and legal counsel. He would suggest holding this matter over to the next Planning Commission meeting.

City Attorney Filla stated that as the application was completed November 19, there is time to hold the matter over if that is the wish of the Commission. Mr. Sharkey's information mostly has to do with Mr. Jarnot's house. This application is in regard to the accessory structure proposed.

It was the consensus of the Commission to move forward on this application. The information presented by Mr. Sharkey has more to do with access and Mr. Jarnot's house.

MOTION: by Commissioner Schumer, seconded by Commissioner Ferrington to recommend the City Council approve the Conditional Use Permit submitted by Dennis Jarnot, 1000 Oakridge Avenue, for a second detached accessory structure on the property, subject to the following conditions:

1. The project must be completed in accordance with the plans submitted with the applications. Any significant changes to these plans, as determined by the City Planner, will require review and approval by the Planning Commission.
2. The existing vegetation, along that portion of the side property line adjacent to the proposed structure must remain and be maintained.
3. A minimum setback of 10 feet is required from the adjoining side property line.
4. The exterior design and height of the structure shall be residential in scale and be consistent with the existing single family home. The height of the structure as measured from the lowest ground grade to the peak shall not exceed 18'. The exterior sidewalls shall not exceed 10' in height and any interior storage above the main floor shall not exceed 6' in height.
5. The structure shall be used for storage purposes of household and lawn supplies, equipment, [and Commissioner Schumer added] recreational equipment, or automobiles. The structure cannot be used as a residence.
6. The structure shall not be used in any way for commercial purposes.

Said approval is based on the following findings of fact:

1. The proposed accessory structure will maintain the residential use and character of the property and is, therefore, in harmony with the general purposes and intent of the Development Ordinance.



2. The primary use of the property will remain residential and is in harmony with the policies of the Comprehensive Plan.
3. The conditional use permit standards as detailed in the Development Ordinance for residential accessory are met.
4. The structure and/or land use conform to the Land Use Chapter of the Comprehensive Plan and are compatible with the existing neighborhood.

Discussion:

Commissioner McCool offered an amendment to require additional screening with plantings in the 10-foot setback. Commissioners Schumer and Ferrington accepted the amendment.

VOTE ON MOTION WITH AMENDMENT

Ayes - 6

Nays - 0

## **MISCELLANEOUS**

### **City Council Meeting Assignments**

Commissioner McCool will attend the December 17th City Council meeting.

Chair Solomonson stated that he will attend the January 7th City Council meeting for Commissioner Schumer.

Commissioner McCool will attend the January 22nd City Council meeting.

### **2013 Planning Commission Chair & Vice Chair**

Commissioner Schumer nominated Chair Solomonson to serve as Chair for 2013.

Commissioner Ferrington nominated Commissioner Schumer for Vice Chair.

It was the consensus of the Planning Commission to forward these two nominations to the City Council for approval.

**ADJOURNMENT**

MOTION: by Commissioner McCool, seconded by Commissioner Schumer, to adjourn the regular Planning Commission Meeting of December 13, 2012, at 10:55 p.m.

VOTE: Ayes - 6 Nays - 0

**TO:** Planning Commission  
**FROM:** Kathleen Nordine, City Planner  
**DATE:** January 24, 2013  
**SUBJECT:** File No. 2475-13-02, Rezoning, Planned Unit Development – Development Stage, Preliminary Plat, 625/655/705 County Road E

### **REQUEST**

PaR Systems, Inc. submitted the following applications for the property at 625, 655 and 707 County Road E. The intent of the submitted applications is to formally recognize the unified use of these properties by a single user, creating a campus with shared facilities.

1. Rezoning: Rezone the property from BPK, Business Park to PUD, Planned Unit Development
2. Preliminary Plat: To divide the existing two parcels into three parcels
3. Planned Unit Development – Development Stage: To formally integrate the existing improvements, including those currently under construction

The properties are developed with PaR Systems' office and manufacturing facilities and include an office/manufacturing building currently under construction. Plans for these improvements were approved by the City in September of 2012. A condition was attached to the City's approval requiring PaR to submit a Planned Unit Development application prior to the proposed construction of the building addition as identified on the submitted plans or within one-year of this approval, whichever comes first. While PaR is not proposing to commence construction on the building addition, the necessary applications have been submitted to rezone the property to PUD and plat the property. The Commission should note that no additional improvements are proposed at this time. Please see the attached plans.

### **PROJECT DESCRIPTION**

PaR Systems, Inc. has established their corporate campus in the County Road E corridor at 707, 655 and 625 County Road E. The existing development encompasses two parcels separated by an access driveway to the Deluxe business campus immediately to the north. This access drive is owned by Deluxe.

The property at 707 County Road E has an area of 4.82 acres and is developed with a 71,205 square foot office/manufacturing building, off street parking and stormwater management facilities. The property at 625/655 County Road E is currently one 5.32 acre parcel that is developed with two buildings, off-street parking and stormwater management facilities. The 655 building is a two-story 18,000 square foot building currently used as office with offices also in the lower level of the building sublet to another business. The 625 building is currently under construction. The building will have a finished area of about 45,760 square feet (including the proposed addition) and will provide manufacturing/warehouse and office building. The parking lot was expanded for this building and a new driveway entry off County Road E was installed. A

stormwater ponding area located along the north property line is under construction. In addition the two existing wetlands on the property will remain and be buffered from the development impacts.

PaR has submitted the applications identified above to recognize the use of these properties by a single user and formalize the relationship between the uses and site improvements.

**STAFF REVIEW**

The submitted plans have been reviewed in accordance with the standards and criteria outlined in the Development Code. No changes are being proposed to the approved plans. The following addresses each application and the key issues associated with this proposal.

**Rezoning**

The applicant is requesting the property be rezoned from BPK, Business Park, to PUD, Planned Unit Development. When reviewing a rezoning request, the following criteria need to be considered:

1. That the proposed rezoning is consistent with the policies of the Comprehensive Plan and with the general purpose and intent of the development regulations.
2. That the development facilitated by the proposed rezoning will not significantly and adversely impact the planned use of the surrounding property.
3. That the applicant is willing to enter into a development agreement as a condition of the rezoning approval.

In Staff’s opinion, the proposal meets the criteria. The intent of the PUD process is used to encourage or provide flexibility, creativity, and innovation in the planning and design of development to achieve a variety of objectives related to the Development Code and the City’s land use, housing and economic development goals.

The proposed rezoning supports these goals and policies. The property is located in Policy Development Area #17, Industrial Area at Shoreview Park Road/County Road E and Targeted Redevelopment Area #3, Industrial Area-Interstate 694 Corridor. PDA #17 guides this property for business park uses, of which the PaR use is consistent with. Furthermore, the plan recognizes redevelopment efforts are needed for industrial and business park expansion. TRA #3 recognizes the use and development of these properties by PaR and the future expansion needs of the business.

The proposed rezoning from BPK to PUD recognizes the inter-related use of these parcels by a single user and addresses items needed to formalize this relationship between the parcels. The underlying zoning district for the PUD will be BPK.

**Preliminary Plat**

The property currently consists of two parcels, each described with a metes and bounds legal description. The proposed preliminary plat, PaR Systems, divides the property into three parcels, with each parcel containing a structure. The required drainage and utility easements will be dedicated along the property lines and over drainage areas. Other easements will be required for

shared driveway and parking areas. The following table summarizes the lot areas, lot widths and lot coverages. The proposed parcels comply with the Development Code requirements.

	<b>Lot 1, Block 1</b>	<b>Lot 1, Block 2</b>	<b>Lot 2, Block 2</b>	<b>BPK District</b>	<b>PUD District</b>
<b>Lot Area</b>	4.82 acres	2.16 acres	3.16 acres	1.5 acres	--
<b>Lot Width</b>	500 feet	224 feet	326 feet	--	--
<b>Lot Coverage</b>	75%	69.15%	51.38%	50.57%	--

The Commission should note that a deviation is required reducing the minimum structure setbacks.

**Planned Unit Development**

In accordance with the previous approval, PaR has submitted an application for the Development Stage of the PUD. Planned Unit Development (PUD) process is used to encourage or provide flexibility, creativity, and innovation in the planning and design of development to achieve a variety of objectives related to the Development Code and the City’s land use and housing goals.

At this stage, detailed development plans are submitted to the City and reviewed in accordance with the adopted Code criteria. Approval requires 4/5<sup>th</sup> majority vote of the Council. The next stage is the Final Stage in which the final plans are submitted and reviewed for compliance with the previous approvals, and obligations and conditions that were previously set forth by the City are executed in the form of development agreements to ensure the project will be constructed in the manner in which it was approved.

Detailed development plans were previously reviewed during the Site and Building Plan Review process for the new building. The submitted plans are consistent with the plans previously approved.

The prior approvals did include a variance from the setback standards for the parking lots. Now that the property is proposed to subdivided, flexibility is also needed from other setback requirements. The following identifies the variations from the City’s Development Standards:

707 County Road E

- 1) Reduction of the minimum 75-foot structure setback required from a street right-of-way (County Road E): 37.6-feet (existing)

625/655 County Road E

- 1) Reduction of the required 20-foot setback of a parking area from the street right-of-way (County Road E) to 6.2 feet (new parking area recently constructed).
- 2) Reduction of the required 5-foot setback for a parking area from a side lot line to 0-feet (common lot line proposed between Lot 1 and 2, Block 2).

- 3) Reduction of the minimum 30-foot structure setback from a side property line to 22.2 feet (common lot line proposed between Lot 1 and 2, Block 2).

A deviation is also required from the City's minimum off-street parking requirements for the business campus. This was also previously reviewed by the Commission during the Site and Building Plan Review.

When considering a PUD, the Planning Commission and City Council must make findings related to land use, development benefits, and environmental impact.

#### *Land Use Compatibility*

The use of the property for office, manufacturing and warehouse purposes is consistent with the designated Business Park land use for the property and is consistent with the surrounding business park and industrial uses.

#### *Development Benefits*

PaR Systems is a longstanding Shoreview based high tech robotics firm that relocated to their business facilities from another location in Shoreview to the County Road E corridor. The City has provided assistance to PaR in the relocation of their facilities and development of this site as part of our economic development and business retention initiatives. The acquisition of the 655 property was key for PaR, as it provided the land area needed for the future expansion of their business facilities and operations.

The proposed PUD for these properties is beneficial because it will formally recognize the use of these properties by a single user and the shared facilities and infrastructure that exist within this development. Cross access and shared parking agreements will be required.

Also, as previously discussed with the Site and Building Plan review, PaR is encouraged to consider architectural enhancements to the existing building at 655 County Road E when the proposed addition is constructed onto the building at 625 County Road E.

#### *Parking*

The properties are developed with off-street parking areas that provide parking for the business facilities. Access to these parking areas is gained from existing driveways off of County Road E. The property at 707 County Road E also has access to the Deluxe Corporation driveway that is adjacent to this property.

A deviation to the City's parking standards is also proposed as part of this PUD and was previously reviewed with the Site and Building Plan review. Deviations from the parking standards are permitted in certain circumstances, including parking demand provided proof of parking is identified on the plan. When the parking standards are applied to the business campus in its entirety, there is a deficiency of 93 stalls. When proof of parking is considered in this calculation, the deficiency is reduced to 57. PaR has stated that the number of stalls proposed will meet their need. The parking demand for the business is less than the Development Code requirement due to the nature of the business operations.

Parking is provided as follows:

	<b># of Stalls Required</b>	<b># of Stalls Provided</b>	<b>Difference</b>
<b>707 County Road E Lot 1, Block 1</b>	161	141	-20
<b>655 County Road E Lot 1, Block 2</b>	72	90 19 (Proof of Parking)	18 37 (Proof of Parking)
<b>625 County Road E Lot 2, Block 2</b>	158	67 17 (Proof of Parking)	- 91 -74 (Proof of Parking)
<b>Total</b>	391	298 334 (Proof of Parking)	- 93 -57 (Proof of Parking)

During the review of the Site and Building Plans for the new building, the Commission supported the improvements but did express some concern regarding the parking plan since the number of stalls provided is less than the City’s minimum requirement. The concerns relate to the long term needs or requirements if there is a change of use or occupancy of the building. To address this, the executed Development Agreement contains language requiring PaR to notify the City prior to any change in use or occupancy and will require an amendment to the PUD. This will also be a condition of approval for the PUD.

**PUBLIC COMMENT**

Notice of the submitted applications were mailed to property owners within 350’ of the parcel. No comments have been received.

**RECOMMENDATION**

The submitted plans were reviewed in accordance with the City’s development standards, the Comprehensive Plan and previous approvals. The proposed rezoning of the property to PUD with business park uses is consistent with the land use policies for this site and recognizes the inter-related use of the properties. The proposed preliminary plat also complies with the City’s subdivision standards. The PUD designation for this property is a benefit because it recognizes that the properties are used by a single user and will formalize the relationship between the uses and the parcels. This also satisfies a condition with the previous Site and Building Plan review approval. Staff is recommending approval subject to the following conditions:

***Rezoning***

1. This approval rezones the property from BPK, Business Park, to PUD, Planned Unit Development with an underlying zone of BPK, Business Park.
2. Rezoning is not effective until approvals are received for the Final Plat, PUD - Final Stage and development agreements executed.

***Preliminary Plat***

1. A public use dedication fee shall be submitted as required by ordinance prior to release of the final plat by the City.
2. The final plat shall include drainage and utility easements along the property lines and storm water ponding areas. Drainage and utility easements along the roadways shall be 10' wide and along the side lot lines these easements shall be 5' wide and as required by the Public Works Director.
3. Private agreements shall be secured between the parcels in the subdivision regarding joint driveway, parking, stormwater, utility and maintenance agreements. Said agreements shall be submitted to the City Attorney for review and approval prior to the City's release of the Final Plat.
4. Executed and recorded copies of the required agreements and association documents shall be submitted to the City prior to the issuance of a building permit.
5. The Final Plat shall be submitted to the City for approval with the Final Stage PUD application.

***Planned Unit Development – Development Stage***

1. The permitted uses of the buildings on these properties is for manufacturing, warehouse and office uses as depicted on the submitted and approved site plans on file with the City for each parcel. Any change in use or occupancy of the building as determined by the City Planner will require an amendment to the Planned Unit Development.
2. Private agreements shall be secured between the parcels in the subdivision regarding joint driveway, parking, stormwater, utility and maintenance agreements. Said agreements shall be submitted to the City Attorney for review and approval prior to the City's release of the Final Plat.
3. At the time the proposed addition is constructed on the building at 625 County Road E, the applicant is encouraged to enhance the exterior appearance of the building at 655 County Road E.

Attachments

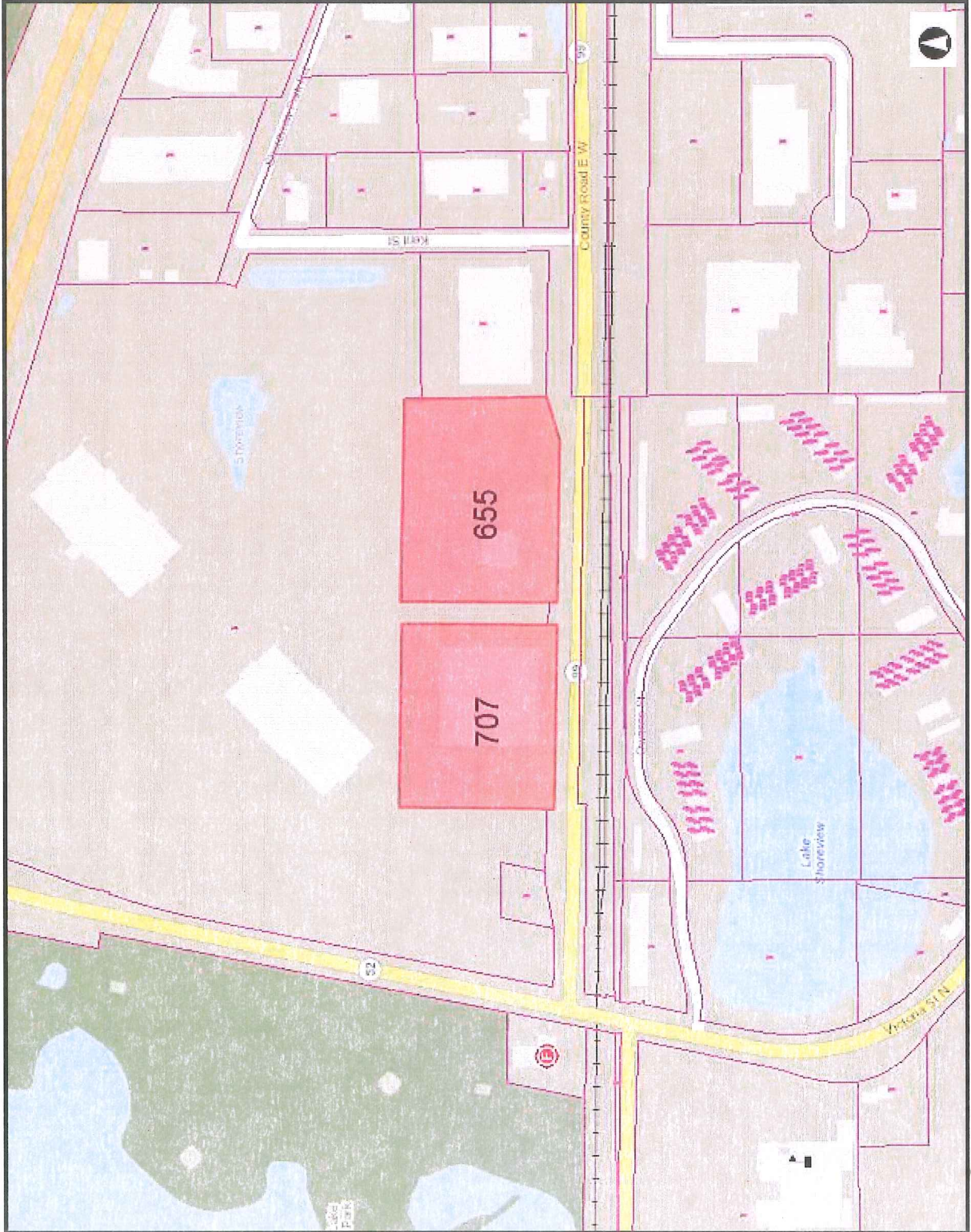
1. Location Map
2. Aerial Map
3. Submitted Statements
4. August 23, 2012 Letter from Mark Wrightsman
5. Submitted plan set
6. Planning Commission Minutes – 9-11-12
7. Motion

t:\2013pcf\2475-13-02par/pc





# Location Map - 707 - 655 County Rd E



801.5  
400.75  
0  
801.5 Feet

NAD\_1983\_HARN\_Adj\_MN\_Ramsey\_Feet  
© Ramsey County Enterprise GIS Division

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.  
THIS MAP IS NOT TO BE USED FOR NAVIGATION

## Legend

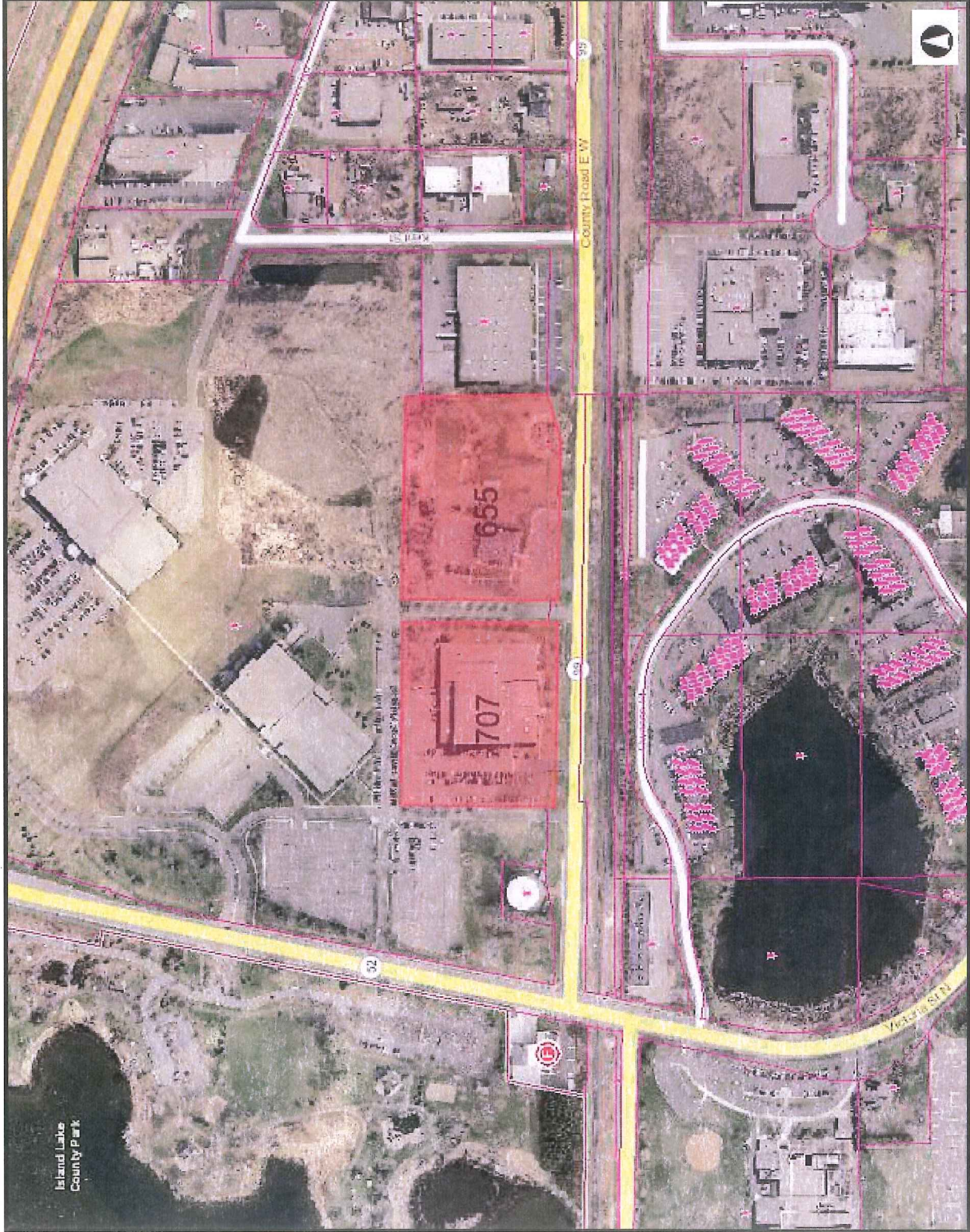
- County Offices
- City Halls
- Schools
- Hospitals
- Fire Stations
- Police Stations
- Recreational Centers
- Parcel Points
- Parcels

## Notes

Par Systems



# Aerial Map - 707 - 655 County Rd E



801.5  
 0 400.75 801.5 Feet

NAD\_1983\_HARN\_Adj\_Min\_Ramsey\_Feet  
 © Ramsey County Enterprise GIS Division

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.  
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## Legend

- County Offices
- City Halls
- Schools
- Hospitals
- Fire Stations
- Police Stations
- Recreational Centers
- Parcel Points
- Parcels

## Notes

Par Systems

## **REZONING SUMMARY**

This property is currently zoned Business Park (BP). This request is for a Planned Unit Development (PUD) zoning. The PUD zoning will allow PaR Systems to use all of the properties in their business operations. The PUD zoning will generally follow the underlying zoning of BP. The PUD zoning is required to allow smaller side setbacks and shared parking.

## **PRELIMINARY PLAT SUMMARY**

The proposed preliminary plat of PaR Systems consists of two existing parcels. This plat will create one additional parcel for a total of 3 lots. Each lot will contain one building unit. All lots are to be zoned Business Park (BP) with a PUD. Currently there are two building units on one parcel. This plat is needed to divide the parcel into two so each building is on it's own lot.

## **PLANNED UNIT DEVELOPMENT (PUD) SUMMARY**

The PUD zoning will achieve a higher standard of land use for this site. The PUD allows the site to be used in the most efficient manor given the lot layout, woods, and wetlands. The site will be under the control of one company which will allow for better use of the site and land.

Variations from Business Park zoning requirements:

1. 6.2 Foot front parking lot setback (Code is 20 feet). This variance was approved in September 2012.
2. Side lot line setback is proposed at 22.2 feet on the common lot line of Lots 1 and 2, Block 2. Code is 30 foot side yard setback. The new building was also approved in September 2012. The setback is between two buildings owned by PaR Systems and both are interior to the preliminary plat.
3. Although parking on site does not meet the City Code it is sufficient for the purposes of PaR Systems. Parking will be shared between all sites as needed. It is not practical to create more parking on site.

The PUD zoning is consistent with adjacent uses and creates a custom site that is specifically suited for PaR Systems. It will allow PaR Systems to remain in their current location and use the site in the best way possible for them. If a strict enforcement of the City Code were applied this site would not accommodate PaR System's use.



Trusted Partner – Since 1961

**Mark A. Wrightsman**  
President and Chief Executive Officer

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August 23, 2012

City of Shoreview  
4600 North Victoria Street  
Shoreview, MN 55126

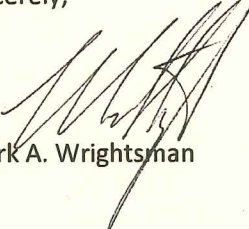
To Whom It May Concern:

Our plans are progressing for construction of a new PaR Systems facility east of our existing buildings on County Road E West. I have just been informed that, per code, the new site requires 230 parking spaces. I am writing to let you know that 157 parking spaces between the existing 655 building and the new building will be more than adequate for PaR's parking requirements.

If you have any questions or concerns or if anything further is required relating to this matter, please feel free to contact me.

Thank you for your continuing support of PaR Systems' growth in Shoreview.

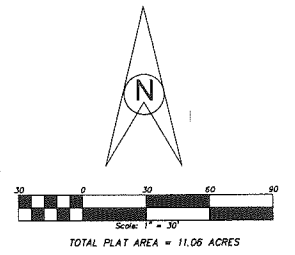
Sincerely,



Mark A. Wrightsman

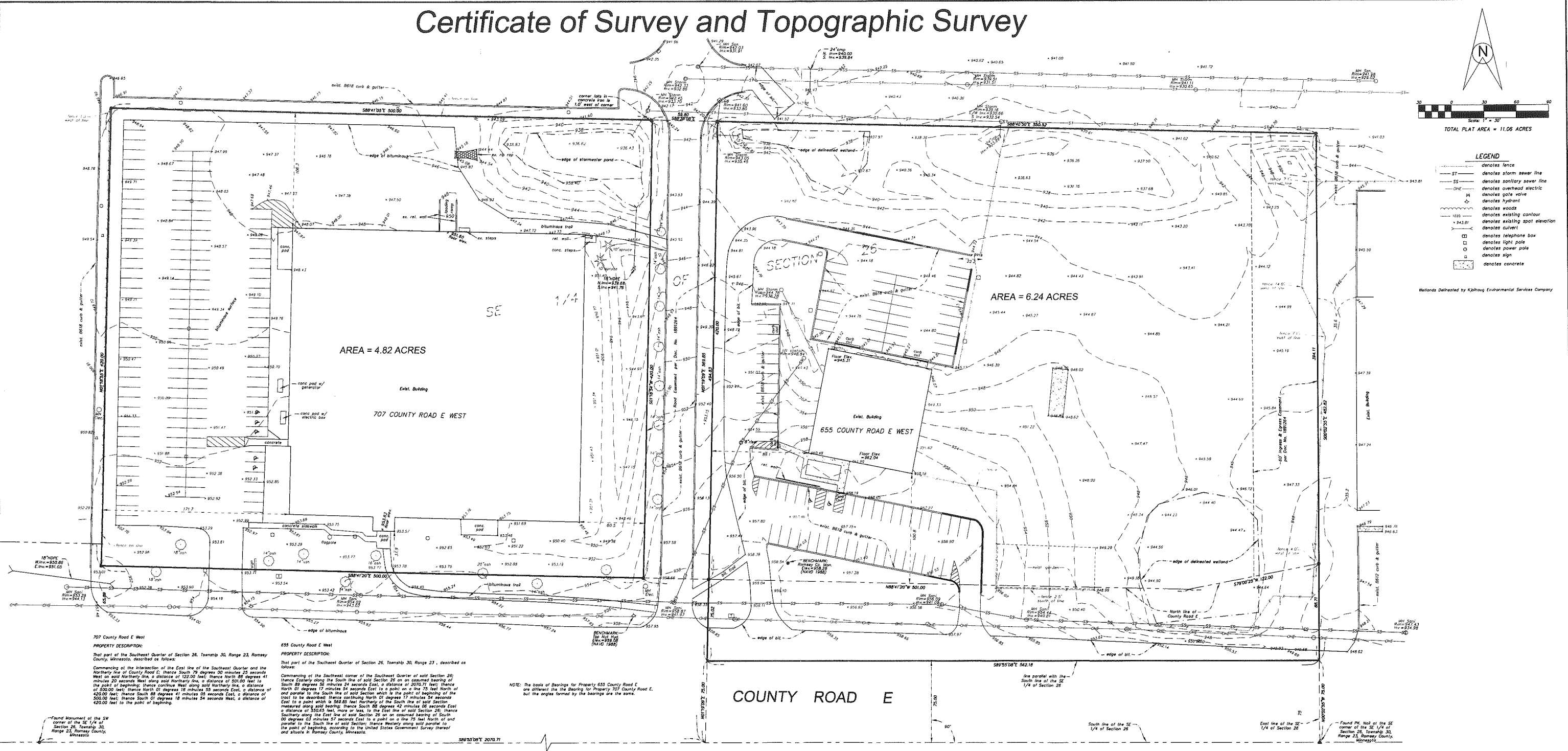
Creating Solutions that Dramatically Enhance Real Value for *your* Customers.

# Certificate of Survey and Topographic Survey



**LEGEND**

- denotes fence
- S— denotes storm sewer line
- SS— denotes sanitary sewer line
- OE— denotes overhead electric
- M— denotes pole valve
- H— denotes hydrant
- W— denotes woods
- C— denotes existing contour
- Elev— denotes existing spot elevation
- Culv— denotes culvert
- denotes telephone box
- denotes light pole
- denotes power pole
- denotes sign
- denotes concrete



**707 County Road E West**  
**PROPERTY DESCRIPTION:**  
 That part of the Southeast Quarter of Section 26, Township 30, Range 23, Ramsey County, Minnesota, described as follows:  
 Commencing at the intersection of the East line of the Southeast Quarter and the Northern line of County Road E, thence South 79 degrees 00 minutes 25 seconds West on said Northern line, a distance of 122.00 feet; thence North 68 degrees 41 minutes 20 seconds West along said Northern line, a distance of 500.00 feet to the point of beginning; thence continue West along said Northern line, a distance of 500.00 feet; thence North 01 degrees 18 minutes 55 seconds East, a distance of 450.00 feet; thence South 88 degrees 41 minutes 03 seconds East, a distance of 300.00 feet; thence South 01 degree 18 minutes 54 seconds West, a distance of 450.00 feet to the point of beginning.

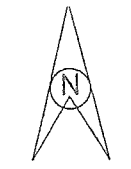
**655 County Road E West**  
**PROPERTY DESCRIPTION:**  
 That part of the Southeast Quarter of Section 26, Township 30, Range 23, as described as follows:  
 Commencing at the Southeast corner of the Southeast Quarter of said Section 26; thence East along the South line of said Section 26 on an assumed bearing of South 88 degrees 58 minutes 14 seconds East, a distance of 4076.71 feet; thence North 01 degrees 17 minutes 54 seconds East to a point on a line 75 feet North of and parallel to the South line of said Section which is the point of beginning of the tract to be described; thence continue North 01 degree 17 minutes 54 seconds East to a point which is 562.85 feet Northerly of the South line of said Section measured along said bearing; thence South 88 degrees 42 minutes 08 seconds East a distance of 550.00 feet, more or less, to the East line of said Section 26; thence South along the East line of said Section 26 on an assumed bearing of South 00 degrees 02 minutes 57 seconds East to a point on a line 75 feet North of and parallel to the South line of said Section; thence West along said parallel to the point of beginning, according to the United States Government Survey (new) and situate in Ramsey County, Minnesota.

**NOTE:** The back bearings for Property 655 County Road E are different than the bearings for Property 707 County Road E, but the angles formed by the bearings are the same.

Requested By: **PaR Systems, Inc.** Checked By: **P.E.O.**  
 Date: **7/23/12** M.L.H. Scale: **1" = 30'**  
 Drawn By: **M.L.H.**  
 9 West Division Street  
 Buffalo, MN 55813  
 Phone: (763) 682-1922  
 Fax: (763) 682-1922  
 www.mnassociates.com  
**OTTO ASSOCIATES**  
 Engineers & Land Surveyors, Inc.  
 I hereby certify that this survey, map, plan, or report was prepared by me or that I am a duly Licensed Land Surveyor in the State of Minnesota.  
 Paul C. Otto, L.S. License No. 137-207-3

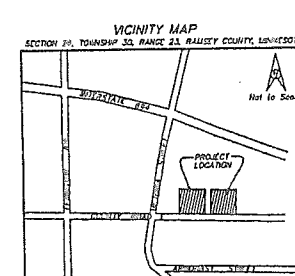
# Preliminary Plat of PaR SYSTEMS

DELUXE CORPORATION



Scale 1" = 30'  
TOTAL PLAT AREA = 11.09 ACRES

- LEGEND**
- denotes fence
  - denotes stream sewer line
  - denotes sanitary sewer line
  - denotes overhead electric
  - denotes gas water
  - denotes hydant
  - denotes woods
  - denotes existing contour
  - denotes existing spot elevation
  - denotes culvert
  - denotes telephone bar
  - denotes light pole
  - denotes power pole
  - denotes sign
  - denotes concrete
  - denotes proposed drivings & utility easement
  - denotes 10' Clear
  - denotes 5'



**TOTAL REGULAR PARKING STALLS = 247**  
**TOTAL HANDICAPPED PARKING STALLS = 11**

**LOT 1 BLOCK 1**  
REGULAR PARKING STALLS = 101  
HANDICAPPED PARKING STALLS = 5

**LOT 1 BLOCK 2**  
REGULAR PARKING STALLS = 52  
HANDICAPPED PARKING STALLS = 2

**LOT 2 BLOCK 2**  
REGULAR PARKING STALLS = 54  
HANDICAPPED PARKING STALLS = 4

**TOTAL AREA LOT 1 BLOCK 1 = 210000.49 S.F.**  
**(4.82 AC.)**

**HARDCOVER CALCULATIONS:**

STRUCTURE	AREA	PERCENT HARDCOVER
EXISTING BUILDING	2725 S.F.	13.91%
EXISTING CONCRETE	2725 S.F.	13.91%
EXISTING BITUMINOUS	7158 S.F.	34.18%
<b>TOTAL HARDCOVER AREA = 14308 S.F.</b>		
<b>TOTAL HARDCOVER = 6.81%</b>		

**TOTAL AREA LOT 1 BLOCK 2 = 54105.18 S.F.**  
**(2.16 AC.)**

**HARDCOVER CALCULATIONS:**

STRUCTURE	AREA	PERCENT HARDCOVER
EXISTING BUILDING	8472 S.F.	10.04%
EXISTING CONCRETE	1748 S.F.	1.85%
EXISTING BITUMINOUS	37143 S.F.	38.47%
<b>TOTAL HARDCOVER AREA = 48363 S.F.</b>		
<b>TOTAL HARDCOVER = 31.82%</b>		

**TOTAL AREA LOT 2 BLOCK 2 = 137767.10 S.F.**  
**(3.16 AC.)**

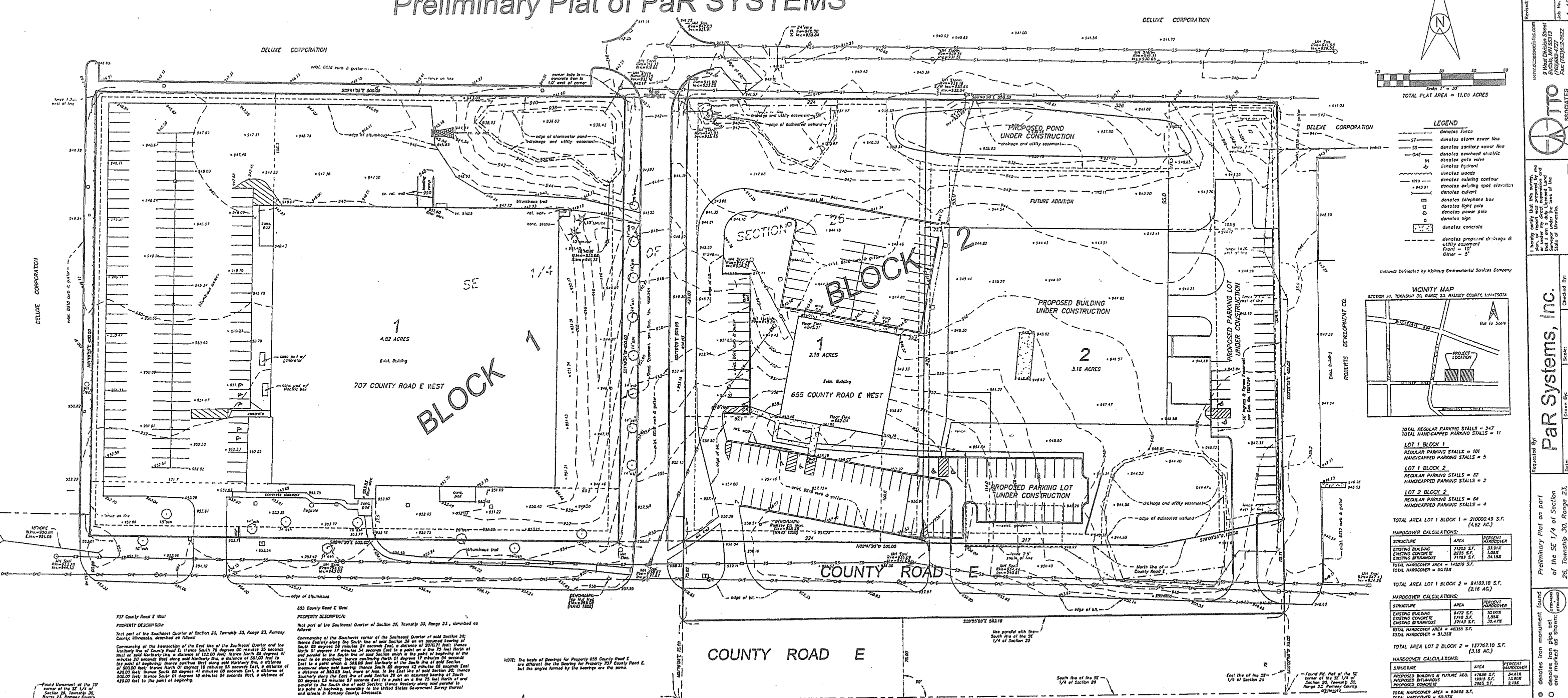
**HARDCOVER CALCULATIONS:**

STRUCTURE	AREA	PERCENT HARDCOVER
PROPOSED BUILDING & FUTURE ADD.	47848 S.F.	24.61%
PROPOSED BITUMINOUS	19013 S.F.	13.82%
PROPOSED CONCRETE	5265 S.F.	3.82%
<b>TOTAL HARDCOVER AREA = 69866 S.F.</b>		
<b>TOTAL HARDCOVER = 50.57%</b>		

**707 County Road E West**  
**PROPERTY DESCRIPTION:**  
That part of the Southeast Quarter of Section 26, Township 33, Range 23, Ramsey County, Minnesota, described as follows:  
Commencing at the intersection of the East line of the Southeast Quarter and the boundary line of County Road E; thence South 79 degrees 00 minutes 26 seconds West an old Northern line, a distance of 122.00 feet; thence North 82 degrees 01 minutes 20 seconds East along said Northern line, a distance of 50.00 feet to the point of beginning; thence South 82 degrees 01 minutes 20 seconds East a distance of 620.00 feet; thence North 01 degrees 18 minutes 55 seconds East, a distance of 620.00 feet; thence South 01 degrees 18 minutes 55 seconds West, a distance of 620.00 feet to the point of beginning.

**655 County Road E West**  
**PROPERTY DESCRIPTION:**  
That part of the Southwest Quarter of Section 26, Township 33, Range 23, described as follows:  
Commencing at the Southeast corner of the Southeast Quarter of said Section 26; thence East along the South line of said Section 26 an assumed bearing of South 83 degrees 24 minutes 24 seconds East, a distance of 2070.77 feet; thence North 01 degrees 17 minutes 24 seconds East to a point on a line 75 feet North of and parallel to the South line of said Section which is the point of beginning of the road; to be described thence North 01 degrees 17 minutes 24 seconds East to a point which is 548.62 feet West of the South line of said Section measured along said Northern line; thence South 02 degrees 02 minutes 05 seconds East a distance of 300.00 feet, more or less, to the East line of said Section 26; thence South along the East line of said Section 26 on an assumed bearing of South 00 degrees 03 minutes 37 seconds East to a point on a line 75 feet North of and parallel to the South line of said Section; thence West along said parallel to the point of beginning, according to the United States Government Survey thereof and situate in Ramsey County, Minnesota.

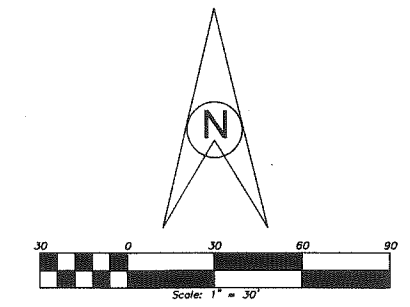
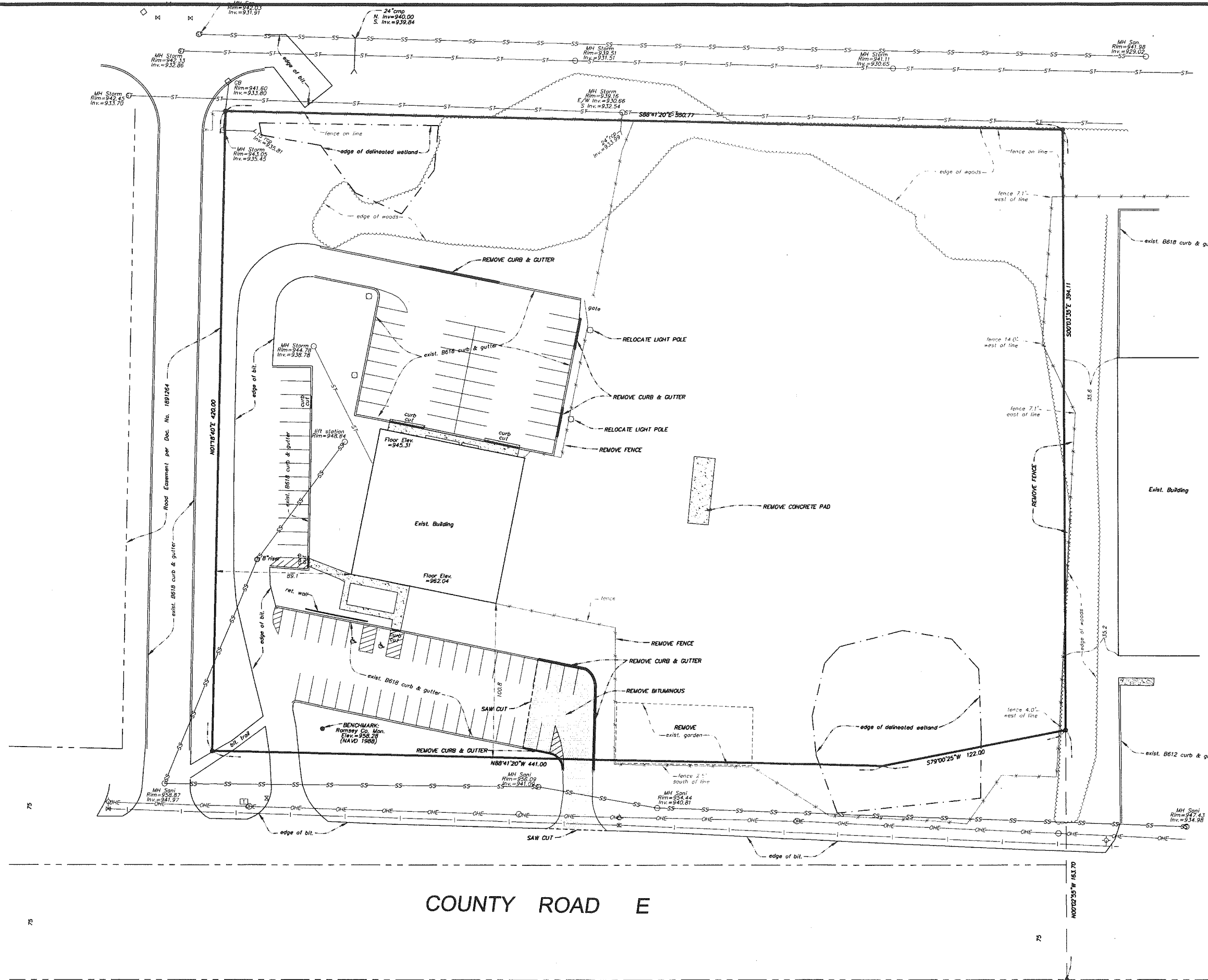
**NOTE:** The angle of bearings for Property 655 County Road E are different than the bearings for Property 707 County Road E, but the angles formed by the bearings are the same.



Requested by: **PaR Systems, Inc.**  
Checked by: **P.E.O.**  
Date: **12/13/19**  
Scale: **1" = 30'**  
Drawn by: **M.H.**  
Plotted by: **P.E.O.**

denotes iron monument found and marked as shown on map  
denotes soil boring  
denotes perforation test hole





NOTES:  
 1. DEMOLITION, INCLUDING DISPOSAL OF MATERIALS, SHALL BE IN ACCORDANCE WITH ALL STATE & LOCAL REGULATIONS.  
 2. PRE-CUT OR SCORE BITUMINOUS AND CONCRETE SURFACES PRIOR TO REMOVAL TO PRODUCE A CLEAN CUT BREAKAGE JOINT.

COUNTY ROAD E

REV. NO.	DATE	BY	DESCRIPTION
1	9/17/12	MLH	Storm Sewer & Grades

DESIGNED  
C.S.Q.

CHECKED  
P.E.Q.

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

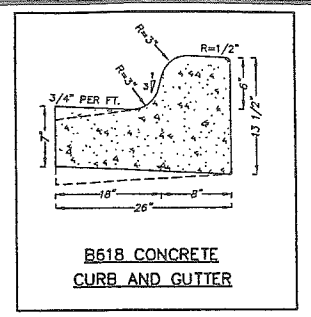
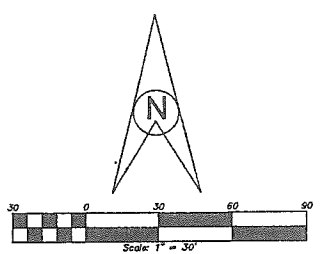
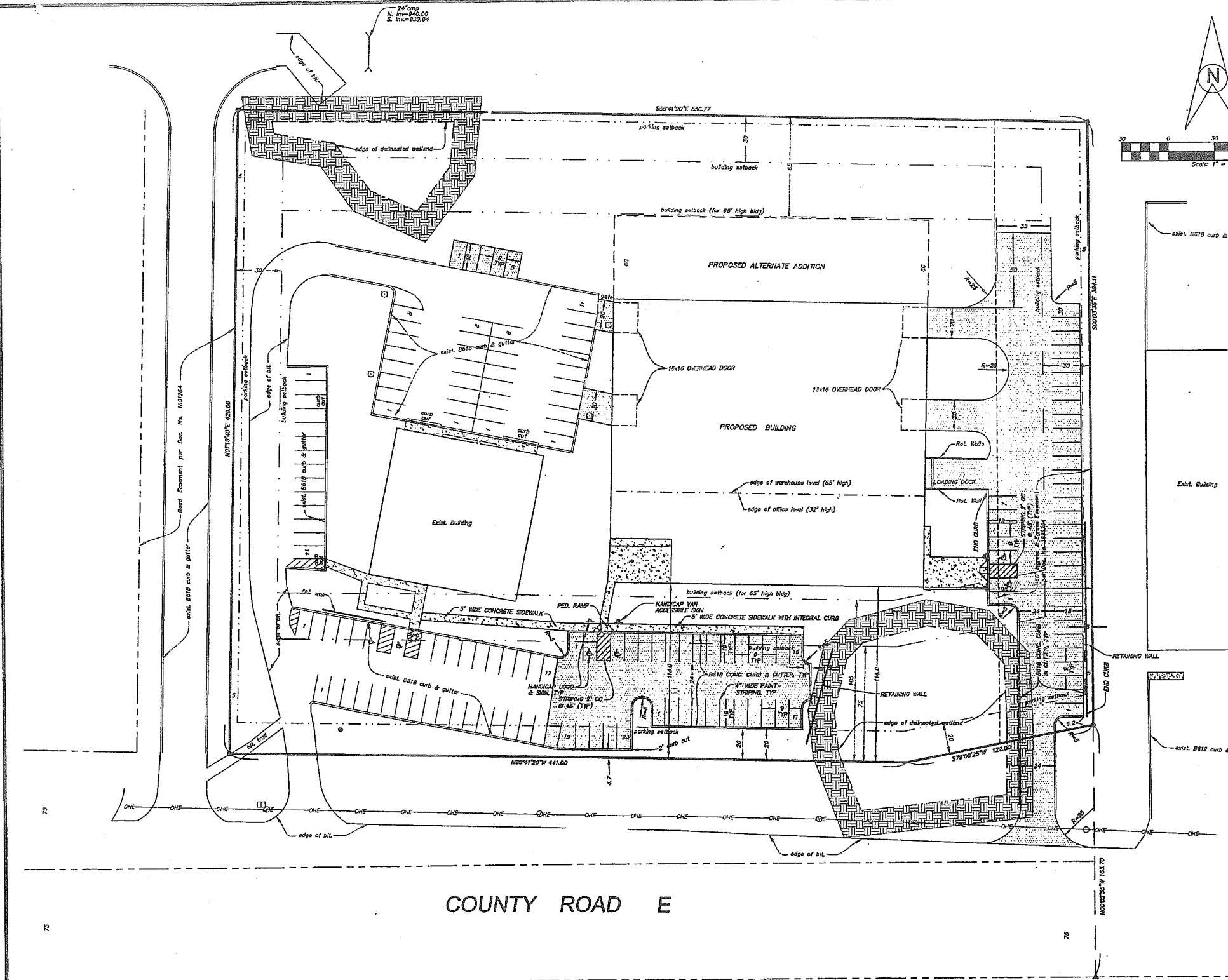
*Paul E. Otto*  
 Paul E. Otto  
 LICENSE # 40062 DATE: 9-17-12

**OTTO**  
 ASSOCIATES  
 Engineers & Land Surveyors, Inc.

www.ottoassociates.com  
 9 West Division Street  
 Buffalo, MN 55319  
 (763)682-4727  
 Fax: (763)682-3522

**PAR SYSTEMS**  
 MISSION CONSTRUCTION  
 SHOREVIEW, MN

PROJECT NO:	1-12-0273
DATE:	8/22/12
REMOVAL PLAN	
SHEET NO. 1 OF 5 SHEETS	

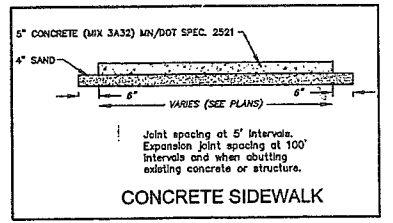
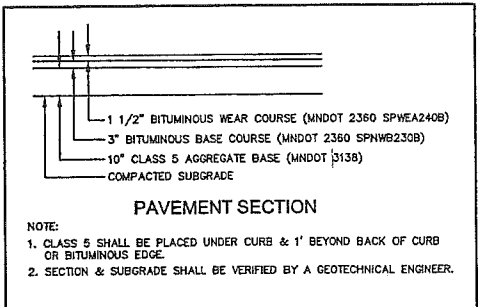
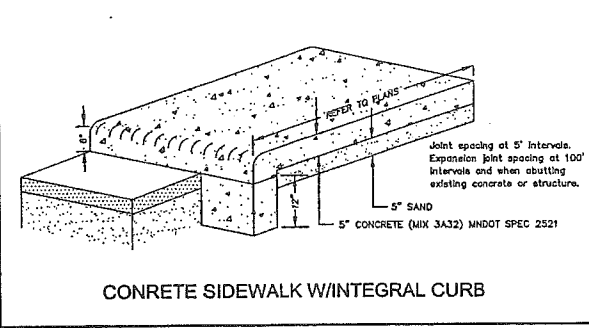


- DENOTES NEWLY PAVED AREA
- DENOTES NEWLY CONCRETED AREA
- DENOTES WETLAND BUFFER (16.5 FEET)

TOTAL PARKING STALLS PROPOSED = 158 (6 HC)

NOTES:

1. DIMENSIONS ARE FROM BACK OF CURB.
2. DIMENSIONS MEASURED OFF THE PROPERTY LINES ARE PERPENDICULAR TO THEM.
3. ALL PEDESTRIAN FACILITIES SHALL BE IN ACCORDANCE WITH CHAPTER 1341 OF THE MN STATE BUILDING CODE AND ADA STANDARDS.
4. REFER TO ARCHITECTURAL PLANS PREPARED BY NELSON UPPER MIDDLEWEST OPERATING COMPANY, LLC, FOR BUILDING INFORMATION & DIMENSIONS.
5. REFER TO CERTIFICATE OF SURVEY, JOB NUMBER 1-12-0273 PREPARED BY OTTO ASSOCIATES ENGINEERS & LAND SURVEYORS, INC. FOR ADDITIONAL BOUNDARY INFORMATION.



COUNTY ROAD E

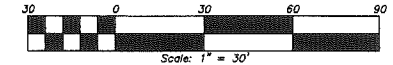
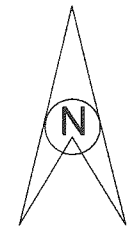
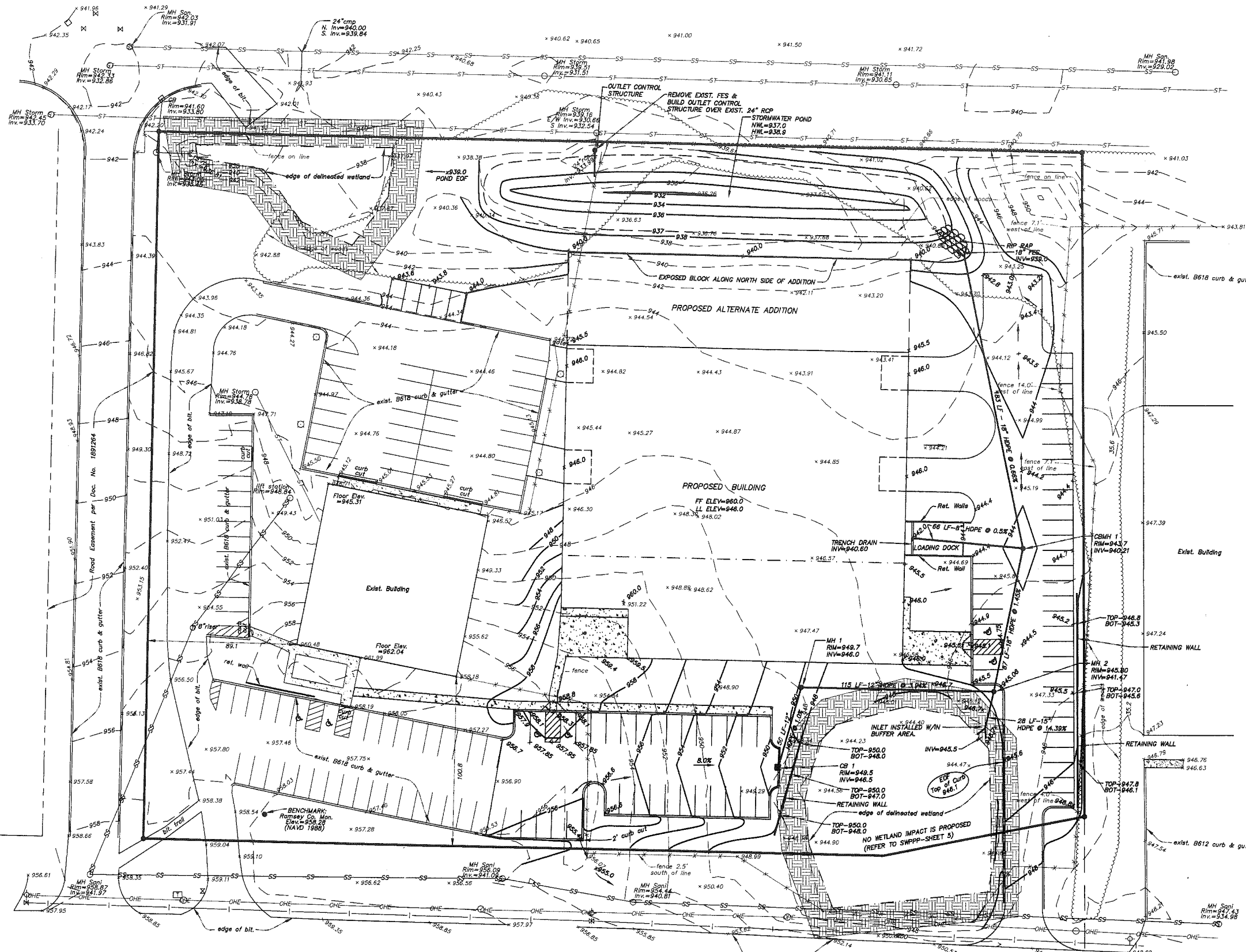
REV. NO.	DATE	BY	DESCRIPTION
1	9/17/12	MLH	Storm Sewer & Grades
2	10/4/12	MLH	E. PARKING/DRIVE, LOADING DOCK, OVERHEAD DOOR LOCATIONS

DESIGNED: C.S.O. C.S.O.  
 CHECKED: P.E.O.  
 I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.  
 Phil E. Otto  
 LICENSE # 40082 DATE: 10-4-12

www.ottosociates.com  
 9 West Division Street  
 Buffalo, MN 55313  
 (763) 882-4727  
 Fax: (763) 882-3522

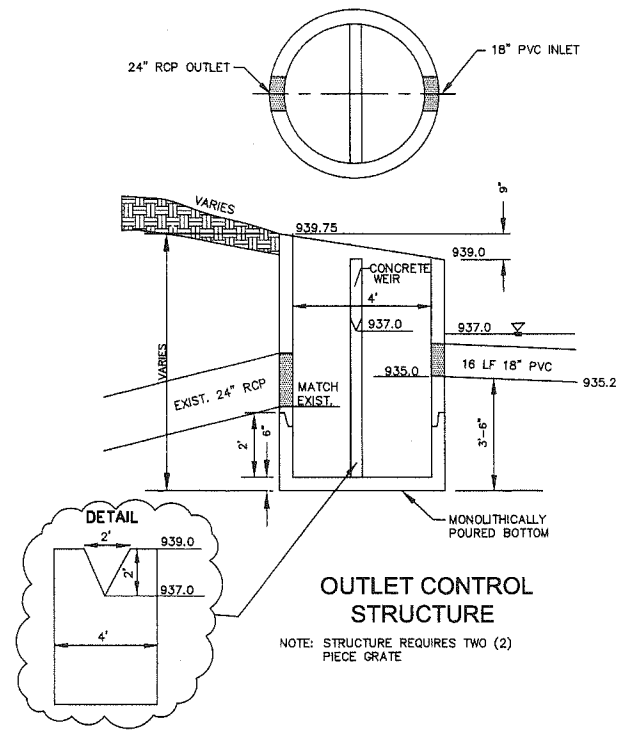
PAR SYSTEMS  
 MISSION CONSTRUCTION  
 SHOREVIEW, MN

SITE PLAN  
 SHEET NO. 2 OF 5 SHEETS  
 PROJECT NO: 1-12-0273  
 DATE: 8/22/12



**GRADING NOTES**

1. WETLANDS DELINEATED BY KJOLHAUG ENVIRONMENTAL SERVICES COMPANY.
2. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.



COUNTY ROAD E

REV. NO.	DATE	BY	DESCRIPTION
1	8/28/12	CSD	OCS DETAIL, POND
2	9/4/12	PEO	Delineated Wetland
3	9/17/12	MLH	Storm Sower & Grades
4	9/20/12	CSO	REVISED PER CITY REVIEW
5	10/4/12	CSO	LOADING DOCK, E. PARKING/DRIVE AREA, OVERHEAD DOOR LOCATIONS

DESIGNED DRAWN  
C.S.O. C.S.O.

CHECKED  
P.E.O.

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Paul E. Otto  
LICENSE # 40082 DATE: 10-4-12

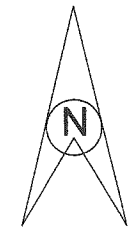
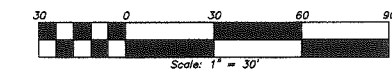
www.ottoassociates.com

**OTTO ASSOCIATES**  
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9 West Division Street  
Buffalo, MN 55313  
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Fax: (763)882-3522

**PAR SYSTEMS**  
MISSION CONSTRUCTION  
SHOREVIEW, MN

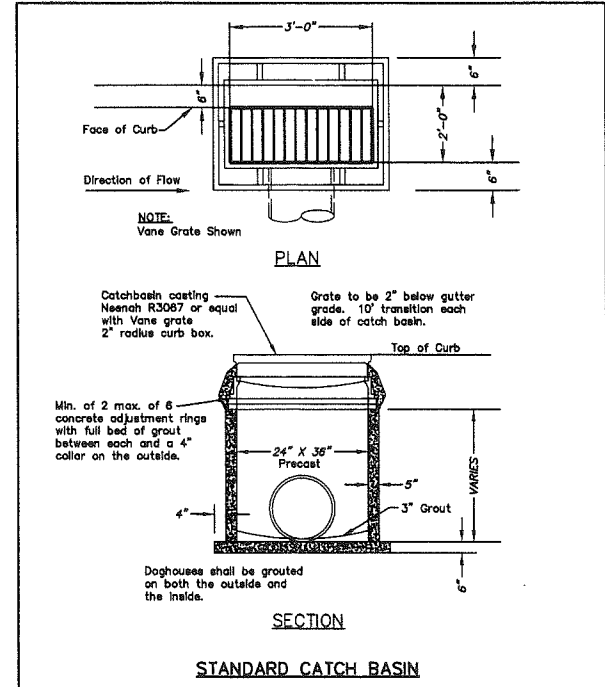
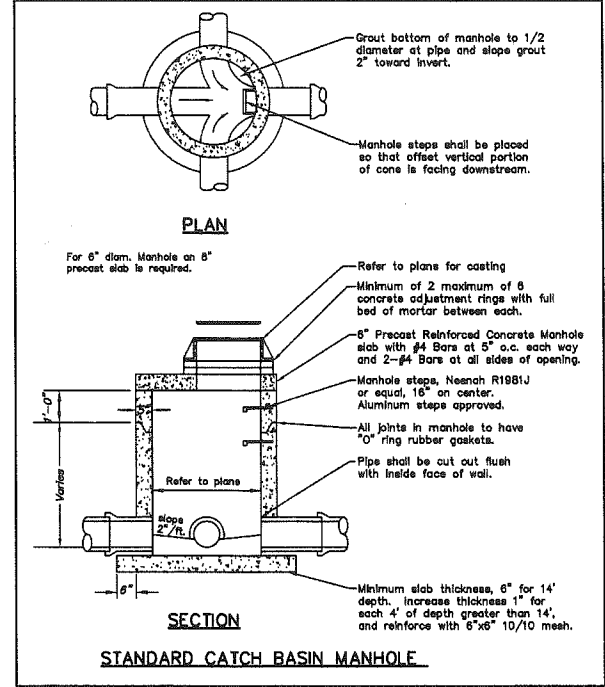
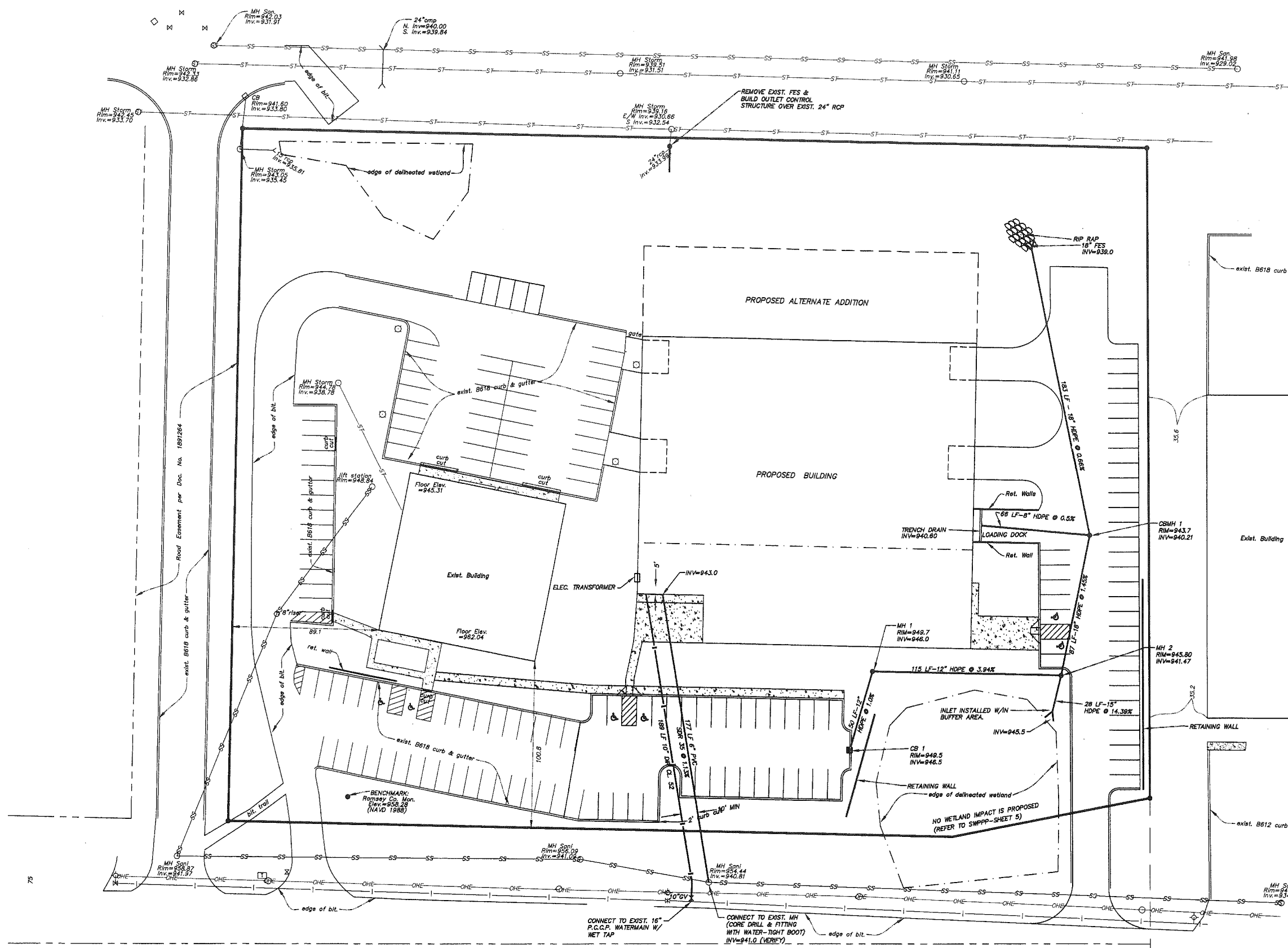
PROJECT NO:	1-12-0273
DATE:	8/22/12
<b>GRADING PLAN</b>	
SHEET NO. 3 OF 5 SHEETS	



PRIOR TO ANY EXCAVATION THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES. CALL 48 HOURS BEFORE DIGGING: GOPHER STATE ONE CALL: TWIN CITY AREA 651-454-0002 MN TOLL FREE 1-800-252-1166

GOVERNING SPECIFICATIONS:  
 1. THE 2005 EDITION OF MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION"  
 2. CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM) STANDARD UTILITIES SPECIFICATIONS.  
 3. ALL APPLICABLE FEDERAL, STATE AND LOCAL LAWS AND ORDINANCES WILL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

- NOTES:
1. ALL D.I.P. WATERMAIN SHALL BE CLASS 52 AND INSTALLED WITH 7.5' OF MINIMUM COVER.
  2. ALL UTILITY CROSSINGS SHALL HAVE A MINIMUM OF 18" OF VERTICAL SEPARATION BETWEEN PIPES.
  3. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES PRIOR TO ANY CONSTRUCTION.
  4. CITY UTILITY STAFF SHALL BE ON SITE WHEN CONNECTING TO UTILITIES. CONTRACTOR SHALL PROVIDE CITY WITH 48-HOUR NOTICE PRIOR TO MAKING THE CONNECTIONS.
  5. THE DOMESTIC LINE FOR THE BUILDING SHALL BE TAPPED OFF THE 10" SERVICE OUTSIDE THE BUILDING WITH A CRUB STOP OR VALVE ACCESSIBLE BY CITY UTILITY PERSONNEL.



COUNTY ROAD E

STORM SCHEDULE

STRUCTURE NO.	SIZE	CASTING
CB 1	24"x36"	NEENAH R-3067
CBMH 1	48" DIA.	NEENAH R-2501 W/TYPE C GRATE
MH 1	48" DIA.	NEENAH R-1642
MH 2	48" DIA.	NEENAH R-1642

REV. NO.	DATE	BY	DESCRIPTION
1	8/26/12	CSO	STORM SEWER, DETAILS
2	9/17/12	MLH	STORM SEWER & GRADES
3	9/20/12	CSO	REVISED PER CITY REVIEW
4	10/4/12	CSO	LOADING DOCK/TRENCH DRAIN

DESIGNED DRAWN I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

CHECKED P.E.O. *Paul E. Otto*

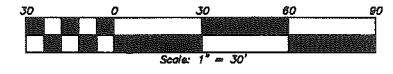
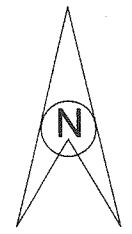
Paul E. Otto  
 LICENSE # 40082 DATE: 10-4-12




**OTTO ASSOCIATES**  
 Engineers & Land Surveyors, Inc.

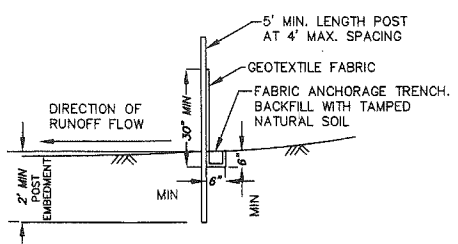
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**PAR SYSTEMS**  
 MISSION CONSTRUCTION  
 SHOREVIEW, MN

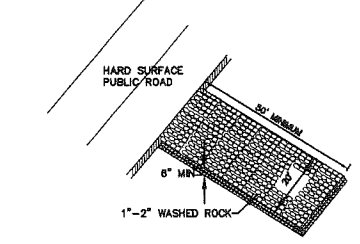
PROJECT NO: 1-12-0273  
 UTILITY PLAN  
 SHEET NO. 4 OF 5 SHEETS  
 DATE: 8/22/12



-  DENOTES CAT. 3 EROSION CONTROL BLANKET
-  DENOTES WETLAND BUFFER (16.5 FEET)
-  DENOTES INLET PROTECTION DEVICE



**SILT FENCE DETAIL**  
SF-SF-SF-DENOTES SILT FENCE



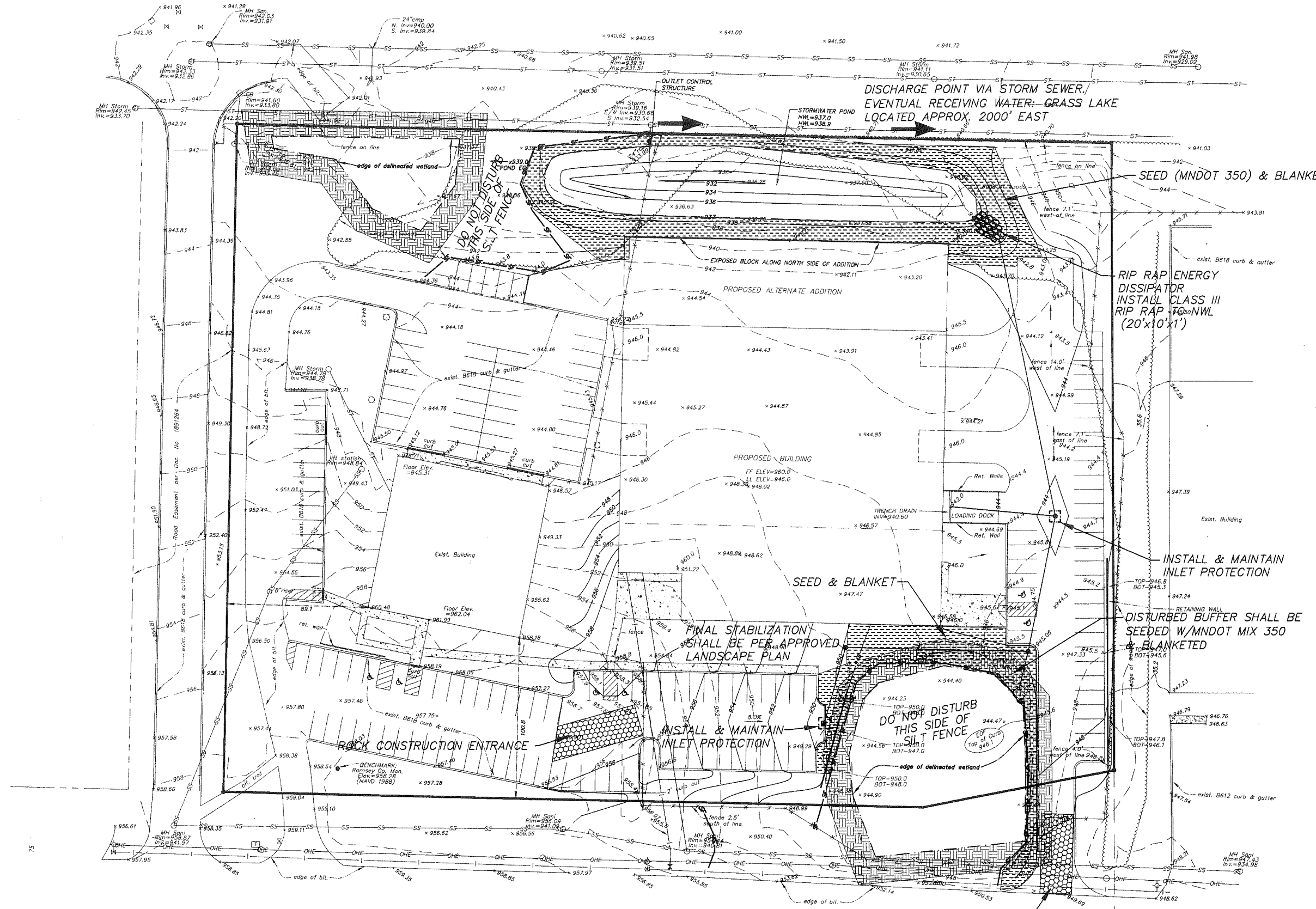
**ROCK CONSTRUCTION ENTRANCE**

**SEQUENCE FOR CONSTRUCTION**

1. INSTALL ALL PERIMETER SEDIMENT CONTROL DEVICES AND CONSTRUCTION ENTRANCES.
2. CONSTRUCT STORMWATER POND AND INSTALL OUTLET CONTROL STRUCTURE.
3. ROUGH GRADE SITE AND PROVIDE TEMPORARY STABILIZATION BMP'S.
4. INSTALL UTILITIES.
5. COMPLETE BUILDING AND PARKING LOT CONSTRUCTION.
6. RESTORE SITE WITH PERMANENT RESTORATION.
7. ONCE ALL DISTURBED AREAS HAVE 70% VEGETATIVE DENSITY, REMOVE SEDIMENT CONTROL DEVICES.

**SEDIMENT AND EROSION CONTROL NOTES**

1. CONTRACTOR SHALL BE FAMILIAR WITH AND FOLLOW ALL REQUIREMENTS OF THE MPCA NPDES PHASE II PERMIT FOR CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL CONDUCT WEEKLY EROSION CONTROL INSPECTIONS AFTER 24 HOUR RAINFALL EVENTS OF 0.5" OR MORE AND MAINTAIN INSPECTION LOGS THAT INCLUDE CORRECTIVE MEASURES TAKEN. BY BEGINNING CONSTRUCTION, THE CONTRACTOR ACKNOWLEDGES THE TERMS OF THIS PERMIT AND AGREES TO ABIDE BY THEM.
2. ALL SILT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING ACTIVITY UNLESS OTHERWISE NOTED.
3. ALL DISTURBED AREAS SHALL BE RESTORED WITH A MINIMUM OF 4 INCHES TOPSOIL, MNDOT TEMPORARY SEED MIX 150 (40 LBS/ACRE) AND MULCH (MNDOT TYPE 1, 2 TON/ACRE & DISC ANCHORED). ALL EXPOSED SOIL AREAS MUST BE STABILIZED AS SOON AS POSSIBLE BUT IN NO CASE LATER THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TEMPORARY DITCHES, PIPING, OR OTHER MEANS REQUIRED TO INSURE PROPER DRAINAGE DURING CONSTRUCTION.
5. ANY DOWNSPOUTING SHALL BE DISCHARGED TO A TEMPORARY SEDIMENT BASIN.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL EROSION CONTROL DEVICES UNTIL SITE HAS A UNIFORM VEGETATIVE COVER WITH A DENSITY OF 70% OVER THE ENTIRE PERVIOUS AREA. MAINTENANCE SHALL INCLUDE BUT NOT BE LIMITED TO THE FOLLOWING:
  - a. REMOVE SEDIMENT FROM PONDS AND DITCHES WHEN HALF FULL AND UPON COMPLETION OF CONSTRUCTION. (WITHIN 72 HOURS)
  - b. REMOVE SILT WHEN ACCUMULATION REACHES ONE-THIRD THE HEIGHT OF THE SILT FENCE. (WITHIN 24 HOURS)
  - c. MAINTAIN ROCK CONSTRUCTION ENTRANCE. REPLACEMENT DURING CONSTRUCTION MAY BE NECESSARY.
  - d. ANY DEPOSITING OF SILT OR MUD ON NEW OR EXISTING STORM SEWERS OR SWALES SHALL BE REMOVED AFTER EACH RAIN AND AFFECTED AREAS CLEANED.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING EXISTING PAVED SURFACES CLEAN OF SEDIMENT AND MUD. SEDIMENT & MUD SHALL BE REMOVED WITHIN 24 HOURS OF DISCOVERY.
8. COLLECTED SEDIMENT, ASPHALT AND CONCRETE MILLINGS, FLOATING DEBRIS, PAPER, PLASTIC, FABRIC, CONSTRUCTION AND DEMOLITION DEBRIS AND OTHER WASTES MUST BE DISPOSED OF PROPERLY AND MUST COMPLY WITH MPCA DISPOSAL REQUIREMENTS.
9. STORAGE AND DISPOSAL OF OIL, GASOLINE, PAINT AND ANY HAZARDOUS SUBSTANCES MUST BE IN COMPLIANCE WITH MPCA REGULATIONS.
10. EXTERNAL WASHING OF TRUCKS AND OTHER CONSTRUCTION VEHICLES MUST BE LIMITED TO A DEFINED AREA OF THE SITE & CLEARLY LABELED AS SUCH. RUNOFF MUST BE CONTAINED AND WASTE PROPERLY DISPOSED OF. NO ENGINE DEGREASING IS ALLOWED ON SITE.
11. CONCRETE WASHOUT SHALL BE DONE BY CONCRETE CONTRACTOR VIA MOBILE WASHOUT ON EACH TRUCK.



COUNTY ROAD E

REV. NO.	DATE	BY	DESCRIPTION
1	9/17/12	MLH	Storm Sewer & Grades
2	9/20/12	CSO	REVISED PER CITY REVIEW
3	10/4/12	CSO	E. PARKING/DRIVE AREA, LOADING DOCK, OVERHEAD DOOR LOCATIONS

DESIGNED DRAWN  
C.S.O. C.S.O.

CHECKED  
P.E.O.

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*Paul E. Otto*  
Paul E. Otto  
LICENSE # 40062 DATE: 10-4-12

**OTTO ASSOCIATES**  
Engineers & Land Surveyors, Inc.

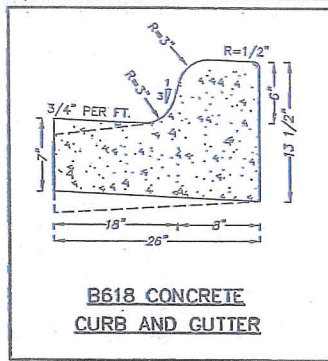
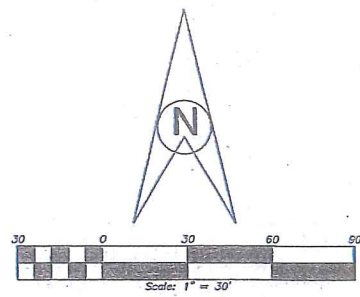
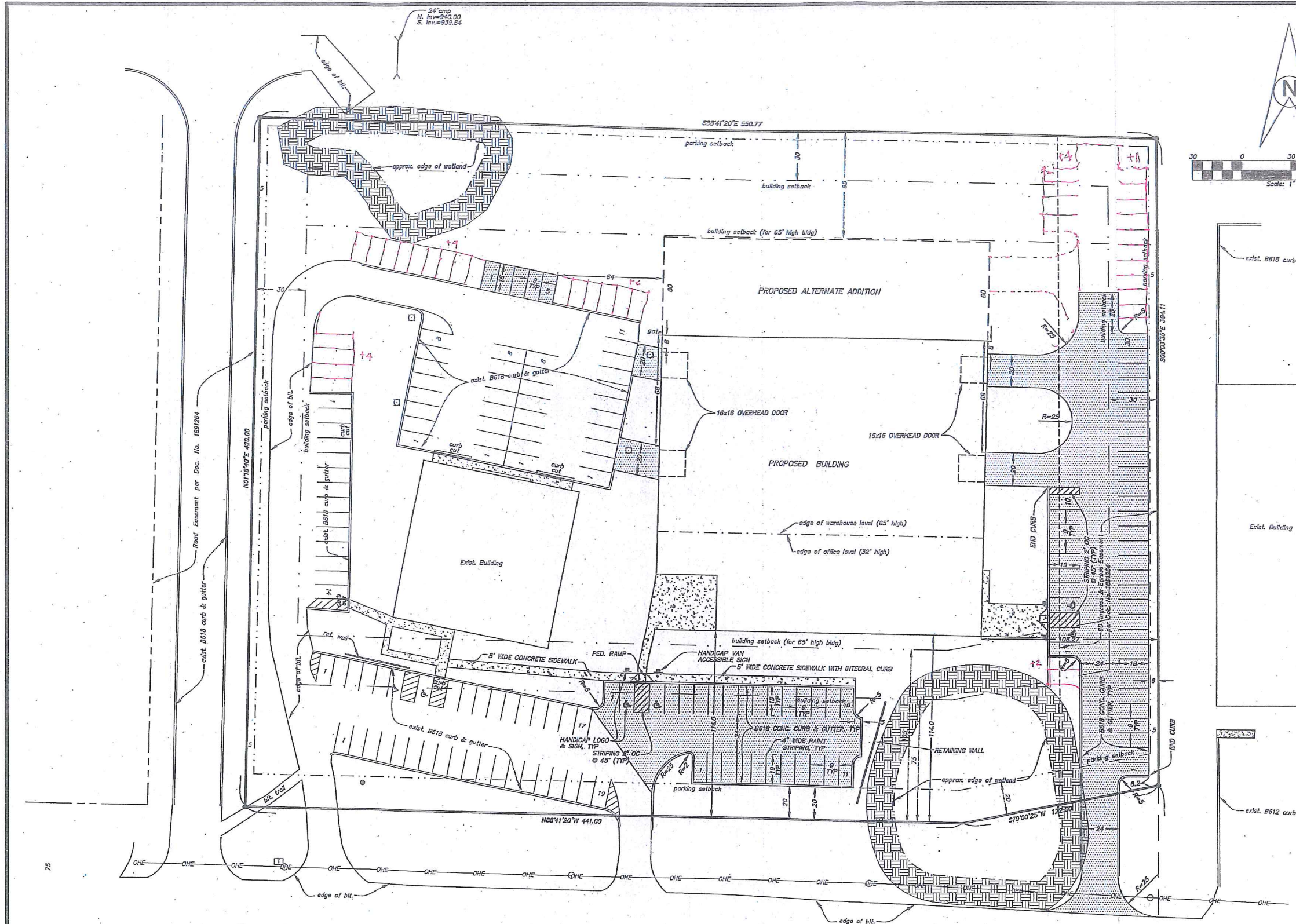
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Fax: (763)682-3522

**PAR SYSTEMS**  
MISSION CONSTRUCTION  
SHOREVIEW, MN

**STORMWATER POLLUTION PREVENTION PLAN (SWPPP)**

SHEET NO. 5 OF 5 SHEETS

PROJECT NO: 1-12-0273  
DATE: 8/22/12



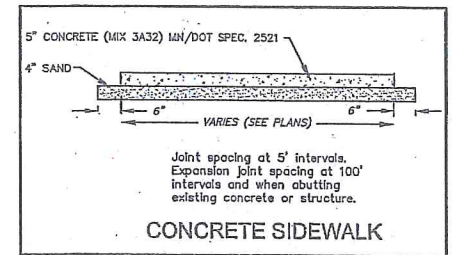
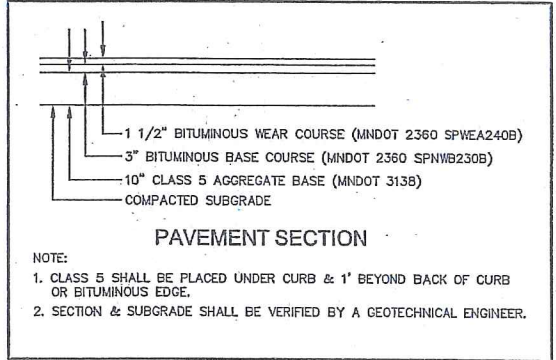
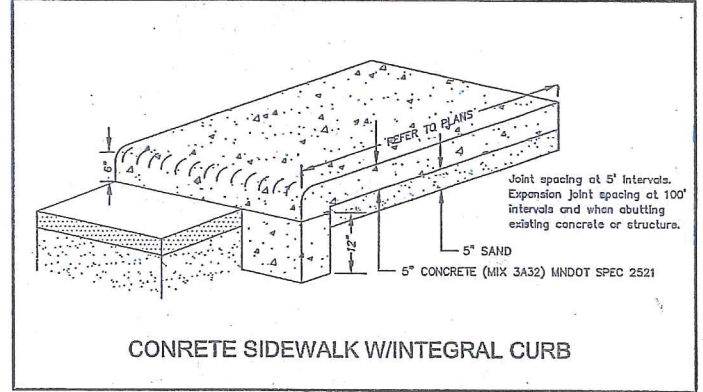
**B618 CONCRETE CURB AND GUTTER**

DENOTES NEWLY PAVED AREA  
 DENOTES NEWLY CONCRETED AREA  
 DENOTES WETLAND BUFFER (16.5 FEET)

TOTAL PARKING STALLS PROPOSED = 157 (6 HC)

NOTES:

- DIMENSIONS ARE FROM BACK OF CURB.
- DIMENSIONS MEASURED OFF THE PROPERTY LINES ARE PERPENDICULAR TO THEM.
- ALL PEDESTRIAN FACILITIES SHALL BE IN ACCORDANCE WITH CHAPTER 1341 OF THE MN STATE BUILDING CODE AND ADA STANDARDS.
- REFER TO ARCHITECTURAL PLANS PREPARED BY NELSON UPPER MIDWEST OPERATING COMPANY, LLC, FOR BUILDING INFORMATION & DIMENSIONS.
- REFER TO CERTIFICATE OF SURVEY, JOB NUMBER 1-12-0273 PREPARED BY OTTO ASSOCIATES ENGINEERS & LAND SURVEYORS, INC. FOR ADDITIONAL BOUNDARY INFORMATION.



19 + 17 + 14 + 11 + 11 + 5 = 90 stalls  
 16 + 11 + 30 + 10 = 67 new bldg.  
 157 TOTAL parking spaces shown (+36 shown in red) - R. Sutton 8-24-2012

**COUNTY ROAD E**

REV. NO.	DATE	BY	DESCRIPTION

DESIGNED DRAWN  
 C.S.O. C.S.O.  
 CHECKED  
 P.E.O.  
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 Paul E. Otto  
 Paul E. Otto  
 LICENSE # 40062 DATE: 8-23-12

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**PAR SYSTEMS**  
 MISSION CONSTRUCTION  
 SHOREVIEW, MN

**SITE PLAN**  
 SHEET NO. 2 OF 5 SHEETS  
 PROJECT NO: 1-12-0273  
 DATE: 8/22/12

*Proof of Parking*

**SHOREVIEW PLANNING COMMISSION SPECIAL MEETING  
MINUTES  
September 11, 2012**

**CALL TO ORDER**

Vice Chair Proud called the special meeting of the September 11, 2012 Shoreview Planning Commission to order at 7:00 p.m.

**ROLL CALL**

The following members were present: Vice Chair Proud; Commissioners, Ferrington, McCool, and Wenner.

Chair Solomonson and Commissioners Schumer and Thompson were absent.

**APPROVAL OF AGENDA**

MOTION:               by Commissioner Ferrington, seconded by Commissioner Wenner to approve the September 11, 2012 agenda as submitted.

VOTE:                 Ayes - 4                 Nays - 0

**OLD BUSINESS**

**SITE AND BUILDING PLAN REVIEW & VARIANCE  
PaR SYSTEMS, 655 County Road E**

This matter was tabled at the Planning Commission's August 28th meeting in order that more information could be submitted.

The proposal consists of two requests: 1) construction of a new manufacturing warehouse and office building; and 2) a variance to reduce the required setback for a parking area from the front lot line. The new building will be 45,750 square feet for a manufacturing/warehouse and office building. The existing building will remain and existing parking will be expanded. There is an access drive owned by Deluxe between the two parcels. A new access of County Road E is requested for truck traffic. Deluxe supports the use of the private drive for employees.

The property is zoned Business Park (BP). The proposed use is consistent with this zoning district. The variance requested is to reduce the required 20 feet of front setback to 6.2 feet. The architecture design will be further addressed through the PUD. Staff is asking that the building designs be complimentary. The building height is 66 feet, an extension from the 35 feet permitted. The additional height may be allowed provided it does not impact firefighting capability. The Fire Department has indicated no issues with the project. County Road E varies in width, which creates the need for the variance.

The Code requires 232 parking stalls. The proposed plan is for 157 stalls with proof of parking shown to be 193 stalls. PaR notes that there will be shared parking facilities between the two parcels, 655 and 707. There are no parking islands. Based on discussions with the applicant, staff is recommending they be waived because of the site design. The two parking areas are separated by wetland area. Also, the parking lot is not wide but is long and framed by the building. Additional landscaping could be planted along the perimeter of the parking lot. Impervious surface is at 52%, which is significantly less than the allowed 75%. This also provides openness on the site.

Two wetlands are located on the property. The one located in the northwest corner will not be impacted. A second one is located in the southeast corner. Wetland delineations have been completed and verified by the City's consultant. A final report needs to be submitted. The driveway will encroach on the 16.5-foot buffer to the wetland but not the wetland itself.

Five landmark trees will be removed for development. A full tree inventory is requested for the City to determine replacement requirements.

The grading, drainage and storm water plans were reviewed by the City Engineer and do comply with the Appendix C of the City's Surface Water Management Plan. A storm water pond will be put in along the north property line to address run-off from the new parking areas and building. The pond will be designed to drain into City infrastructure when it overflows.

Staff believes practical difficulty exists to warrant the requested variance with the varying widths of County Road E.

Notice was sent to property owners within 350 feet. No comments were received. Ramsey County has indicated no concerns with the requested driveway, if another driveway is closed off. PaR has agreed to close the center driveway.

#### Commission Discussion

Commissioner Wenner asked if it is the intent of the City for this to be zoned PUD. Ms. Nordine answered, yes. That rezoning application will come to the Planning Commission, as well as the Development Stage Review. That is another opportunity to address issues of parking, design, and drainage, if needed.

Commissioner McCool asked if the parking area would be reconfigured with the middle driveway closed. Ms. Nordine stated that the area would be converted to parking stalls. Commissioner McCool stated that his concern with this proposal is parking if a new user were to move in. The number of stalls proposed is significantly less than the City standard, and he is thinking of the long-run future. Ms. Nordine stated that with a change of use, the new owner may have to submit plans to the City for review by the Planning Commission and City Council to address any parking needs.

Commissioner McCool asked if a certain number of stalls would be dedicated as shared parking for the two parcels. Ms. Nordine responded that would be difficult to enforce. Commissioner



McCool suggested a parking agreement is not necessary since the parking will work for PaR who owns both parcels.

Commissioner Ferrington asked about parking during construction.

Mr. Brian Behm, 881 Springwood Drive, Woodbury, Applicant, stated that the new building will not be filled quickly. There is plenty of parking on the 655 site during construction. The building is needed urgently for large robots that are being built. The shop number of employees is stable, but the number of engineers varies.

Commissioner Ferrington asked how snow removal would be handled. Mr. Garry Mannor, Mission Construction, indicated on the map the areas used for snow. Snow could be placed in the new retention pond if needed. If necessary, snow can be removed from the site, but that has not been necessary and is not anticipated.

Commissioner Ferrington asked for further clarification on the landscaping plan. Ms. Nordine explained that it has not been determined the number of trees that will be required to replace the five landmark trees being removed. Code would require up to 30 replacement trees. The City has discretion in the number of trees required based on the size and health of existing trees. She would anticipate them being planted around the parking area.

Commissioner Ferrington suggested that native plants be considered for the areas marked for seeding or sod to add more greenery.

Commissioner McCool stated that he supports the project and PaR. He noted that the City is expecting that within a year this site to be zoned PUD. That is the appropriate process for the deviations being discussed, and he would hope the rezoning application could be done soon.

**MOTION:** by Commissioner Ferrington, seconded by Commissioner McCool to adopt Resolution 12-77 approving a variance to reduce the required 20-foot front parking setback to 6.2 feet from the front property line and to recommend that the City Council approve the site and building plan request submitted by Mission Construction for PaR Systems. Approval is based on the four conditions for the variance and four findings of fact with the site and building requirements presented in the staff report.

**VOTE:**                      Ayes - 4                      Nays – 0

**Variance**

1. Said approval is contingent upon City Council approval of the Site and Building Plan review.
2. The project must be completed in accordance with the plans submitted as part of the Variance application.
3. This approval will expire after one year if a building permit has not been issued for this project.
4. This approval is subject to a 5-day appeal period.

This approval is based on the following findings of fact:

1. The proposed improvement is consistent with the policies of the Comprehensive Plan, including the Land Use and Housing Chapters.
2. *The property owner proposes to use the property in a reasonable manner not permitted by the Shoreview Development Regulations.* The proposed parking lot will provide the off-street parking area needed for the business park use of the property. The proposed setback is reasonable due to the configuration of the County Road E right-of-way and current parking lot setback encroachments that exist on the property.
3. *The plight of the property owner is due to circumstances unique to the property not created by the property owner.* Unique circumstances warrant the variance. The County Road E right-of-way varies in width and has a larger width adjacent to the eastern portion of the property. This circumstance warrants the variance.
4. *The variance, if granted, will not alter the essential character of the neighborhood.* The proposed 6.2' setback exceeds the setback of an existing parking lot on the property. The parking lot on the adjoin property to the east is closer to the County Road E road surface than the proposed parking lot. Adequate green space will remain between the proposed parking surface and the road surface for County Road E. The character of the neighbor will not be altered by granting the variance.

#### **Site and Building Plan Review**

1. A wetland delineation must be submitted for the City's review and approved prior to the September 17<sup>th</sup> City Council meeting.
2. Shared parking may be permitted between the 655 and 707 building to address the deviation from the City's minimum parking requirements. A shared parking and maintenance agreement shall be executed between the properties prior to the issuance of a building permit.
3. The applicant must obtain the necessary permits from Ramsey County for the proposed new entry drive onto County Road E.
4. Lighting on site shall comply with Section 204.030, Glare of the Development Code. The applicant shall provide details on the exterior light fixtures and pole heights with the building permit submittal
5. Prior to the issuance of a building permit, a site development agreement and erosion control agreement shall be executed, including the submittal of all required fees and escrows. Said development agreement shall address:
  - a. Shared parking between the 655 and 707 buildings, and
  - b. Change in use or occupancy which does not meet the City's exceptions to the minimum parking requirements
6. The submitted tree replacement plan shall be revised and submitted prior to the issuance of a building permit. Required replacement trees may be planted on the 655 County Road E property and the 707 County Road E property. The revised plan shall include the following information:
  - a. Site plan showing location of trees over 4" in size on the property

- b. Tree Inventory table containing the species of tree, tree diameter, landmark tree designation
- c. Replacement calculations
- d. Tree protection
7. The submitted landscape plan shall be revised to include additional landscaping around the perimeter of the existing and proposed parking lots.
8. Comments identified by the Fire Marshal in his memo dated August 22, 2012 shall be addressed prior to the issuance of a building permit.
9. Comments identified by the City Engineer in his memo shall be addressed prior to the issuance of a building permit.
10. PaR Systems is required to submit a Planned Unit Development application prior to the proposed construction of the building addition as identified on the submitted plans or within one-year of this approval, whichever comes first.
11. Said approval does not include the proposed addition as shown on the submitted plans.
12. The Building Official is authorized to issue a building permit if approved by the City Council and the above conditions satisfied.

This approval is based on the following findings of fact:

1. The proposed land use is consistent with the designated business park land use in the Comprehensive Plan and BP, Business Park zoning district.
2. The development supports the City's business retention and expansion goals by supporting the continued growth of a company that:
  - *Provides livable wage jobs that allow residents to support local businesses and participate in community activities*
  - *Maintains tax base to generate revenues*
  - *Supports the economic vitality of the City*

## **ADJOURNMENT**

MOTION: by Commissioner Wenner, seconded by Commissioner McCool to adjourn the regular Planning Commission Meeting of September 11, 2012, at 7:27 p.m.

VOTE:                      Ayes - 4                      Nays - 0

**MOTION  
TO APPROVE REZONING PRELIMINARY PLAT AND PLANNED UNIT  
DEVELOPMENT – DEVELOPMENT STAGE  
PAR SYSTEMS – 625, 655 AND 707 COUNTY ROAD E**

**MOVED BY COMMISSION MEMBER:** \_\_\_\_\_

**SECONDED BY COMMISSION MEMBER:** \_\_\_\_\_

To recommend the City Council approve the rezoning, preliminary plat and planned unit development stage applications submitted by PaR Systems/Welsh for 625, 655 and 707 County Road E. Said approval is subject to the following:

**Rezoning**

1. This approval rezones the property from BPK, Business Park, to PUD, Planned Unit Development with an underlying zone of BPK, Business Park.
2. Rezoning is not effective until approvals are received for the Final Plat, PUD - Final Stage and development agreements executed.

**Preliminary Plat**

1. A public use dedication fee shall be submitted as required by ordinance prior to release of the final plat by the City.
2. The final plat shall include drainage and utility easements along the property lines and stormwater ponding areas. Drainage and utility easements along the roadways shall be 10' wide and along the side lot lines these easements shall be 5' wide and as required by the Public Works Director.
3. Private agreements shall be secured between the parcels in the subdivision regarding joint driveway, parking, stormwater, utility and maintenance agreements. Said agreements shall be submitted to the City Attorney for review and approval prior to the City's release of the Final Plat.
4. Executed and recorded copies of the required agreements and association documents shall be submitted to the City prior to the issuance of a building permit.
5. The Final Plat shall be submitted to the City for approval with the Final Stage PUD application.

**Planned Unit Development – Development Stage**

1. The permitted uses of the buildings on these properties is for manufacturing, warehouse and office uses as depicted on the submitted and approved site plans on file with the City for each parcel. Any change in use or occupancy of the building as determined by the City Planner will require an amendment to the Planned Unit Development.
2. Private agreements shall be secured between the parcels in the subdivision regarding joint driveway, parking, stormwater, utility and maintenance agreements. Said agreements shall be submitted to the City Attorney for review and approval prior to the City's release of the Final Plat.

3. At the time the proposed addition is constructed on the building at 625 County Road E, the applicant is encouraged to enhance the exterior appearance of the building at 655 County Road E.

This approval is based on the following findings of fact:

1. The proposed land use is consistent with the designated business park land use in the Comprehensive Plan.
2. The proposed subdivision complies with the subdivision standards identified in the City's Development Code.
3. The proposed PUD for these properties is beneficial because it will formally recognize the use of these properties by a single user and the shared facilities and infrastructure that exist within this development.

**VOTE:**

**AYES:**

**NAYS:**

t:/2032pcf/2475-13-02par/pcmotion

**TO:** Planning Commission

**FROM:** Rob Warwick, Senior Planner

**DATE:** January 24, 2013

**SUBJECT:** File No. 2474-13-01, Site and Building Plan Review, Ramsey County Parks and Recreation Department, Rice Creek North Trail, Lexington Trailhead Improvement Project, 5959 Lexington Avenue

### **INTRODUCTION AND BACKGROUND**

Ramsey County Parks and Recreation Department has submitted a Site and Building Plan Review application to redevelop the Rice Creek North Trail - Lexington Trailhead located at 5959 Lexington Avenue. This trailhead access and parking area serves the Open Space area covering an area of over 420 acres within the area bounded by County Road J on the north, and County Road I on the south between Lexington/Hamline Avenue and the west line of the City at Interstate 35W. The Open Space follows Rice Creek and extends north into Lino Lakes/Anoka County and south into Arden Hills. When all portions of this trail have been constructed, the Rice Creek North Regional Trail will connect Centerville and Lino Lakes with the confluence of Rice Creek and the Mississippi River in Fridley. In Shoreview, the Open Space has been developed with two parking areas, a 10-acre off-leash dog park, and about three miles of bituminous trail.

The application was complete on December 31, 2012.

### **PROJECT DESCRIPTION**

The project is intended to update and expand the trailhead parking area, construct a 20- by 24-foot (480 sq. ft.) seasonal restroom building and develop a canoe/kayak landing on Rice Creek for the water trail. The applicant anticipates to commence work on the project in June 2013, and the project will take an expected 3 months to complete. Proposed site alterations include:

- Reconfigure and resurface the entry drive and the existing parking area with 6 parking stalls, which are intended to serve the water trail. This parking and entry access area will be paved with pervious asphalt;
- Develop an upper 30-stall parking area and access drive, with surmountable concrete curb and gutter, and a typical impervious asphalt surface.
- Install 2 street lights in the new parking area.
- An infiltration basin and pervious asphalt will be used for management of storm water runoff.
- Grade the bank of Rice Creek for a canoe/kayak launch. A turf trail will be developed to the launch area from the lower parking area.
- Construct a 480 square foot seasonal restroom building (20- by 24-feet).
- Construct a trash enclosure in the upper parking area.

Please see the attached plans.

### **COMPREHENSIVE PLAN**

The Planned Land Use of property is designated *Recreational Open Space* in the Land Use Chapter of the Comprehensive Plan. Adjoining properties on the east and south are designated *Low Density Residential* (0-4 units/acre), and these areas are developed with detached single-family homes. To the north is the Brookside Mobile Home Park, which is designated for *Medium* or *High Density Residential* (4-8 and 8-20 units/acre). To the west is the Rice Creek Corporate Park, designated Business Park, and the Village at Rice Creek designated as *Medium Density Residential* (4-8 units /acre). There are also small areas designated *Park* and *Natural* within the Village at Rice Creek. An excerpt from the Planned Land Use map is attached.

The discussion of this park facility in Chapter 10, Parks, identified the temporary nature of the trailhead parking area, and possible future improvements, including the canoe launch, permanent parking area and restroom facilities that are now proposed.

### **DEVELOPMENT CODE REQUIREMENTS**

The property is located in the OS, Open Space District, where public uses are permitted through the Site and Building Plan review process and upon finding that the use will not conflict with planned land use of adjoining property, and within the GF, General Flood Plain District.

### **SITE AND BUILDING PLAN REVIEW**

The Site and Building Plan Review may be approved provided the proposed use is a permitted use, compliant with the standards and criteria of the Development Ordinance, and that the use is in harmony with the general purposes and intent of the Development Ordinance and the Comprehensive Plan.

Applicable standards of the Development Code include, flood plain management, storm water management, parking area landscaping, architectural and site design standards and utilities. These are discussed below.

#### **Flood Plain Management**

The Park is a permitted use within the GF District, and improvements are permitted provided fill is not added within any special flood hazard area, Zone A and Zone AE. An excerpt of the Official Flood Plain Map is attached.

Note that the Zone AE area on the south has the existing bituminous trail as its north boundary. All of the proposed work is located north of that trail and so clearly outside of the AE Zone. On the north is the A Zone, and there improvements proposed include a turf trail and excavation at

the creek bank to create a canoe landing area. Since no fill will be placed for these improvements, the work is in compliance with the Flood Plain Management Ordinance.

### **Storm Water Management**

The existing park does not have any storm water management facilities. With the redevelopment, a rain garden will be installed to provide infiltration and bio-filtration of run-off generated by a portion of the new upper parking area. The remainder of the parking and drive areas will drain to the entry parking area which will be surfaced with porous asphalt allowing stormwater to infiltrate.

The City Engineer has reviewed the stormwater management plan and his comments are attached. The applicant has applied for a permit from the RCWD, which must be obtained prior to site disturbance.

### **Parking Improvements and Landscaping**

The trailhead is currently developed with a temporary parking area with space for about 25 vehicles. A total of 35 stalls are proposed. The upper lot will have 30 stalls and a circular design with a center landscape island with an area of about 5700 square feet. This is about 23% of the total parking and access drive areas that are proposed for the site. The entry parking area is intended for water trail users and has 6 stalls.

City Code calls for landscape islands that total 20% of the parking area, but that area can be reduced to a minimum of 10% if site features employ storm water infiltration and site landscaping to screen developed portions of the site (among other things). In staff's opinion, the proposed plan qualifies for this reduction and so complies with Code requirements for parking area landscape islands.

Bituminous trails will be installed to provide a connection to the Lexington Avenue City trail, and to connect existing site features, including the off-leash dog area. The new trails will be constructed to ADA accessibility standards.

The site is characterized by a canopy of mature trees, and many smaller trees. More than 70 trees will be removed in order to grade and construct the new upper parking area and access drives, however the majority of these are small box elder and ash trees. There will be 13 trees larger than 15-inches in diameter removed, but only two of these are landmark trees: large, well formed, and healthy. These are both ash trees, a species of concern due to the presence of the emerald ash borer nearby. City Code requires that the site development results in a minimum of 15-trees per acre, with 6 replacement trees required for each landmark tree removed. More than 200 trees will be retained in this small portion of the 420 acre park, with the proposed improvements located in an area under 2 acres. 12 replacement trees will be planted, so meeting City requirements.



Other landscaping will use native shrubs on the south side of the parking area, and these will aid in screening. The area surrounding the new parking area on the north will be restored to oak savannah.

### **Architectural and Site Design Standards**

The City has adopted Architectural and Site Design standards requiring reasonable standards for aesthetically designed buildings and grounds, and these standards include criteria for review (see Attachment A), and the Planning Commission must consider these during this review.

The proposed restroom building will be constructed of concrete block and have an exterior finish of hardi-board and stone. The building will be fully accessible. The gable-roof will be finished with brown or gray standing seam metal. No windows are proposed for this restroom building, which will use sola tubes to introduce daylight. The restroom facilities will be constructed to ADA accessibility standards.

Staff finds the proposal meets the requirements of the City's Architectural and Site Design standards. The addition of bituminous trail provides separation from vehicular traffic and a dedicated connection to the City trail system. The improvements on this property are buffered from the street and use landscaping to screen view of the developed site improvements.

### **STAFF COMMENT**

Staff has discussed two additional facets of the project with County Parks staff. First, the status of the old right-of-way of Lexington Ave.; and second, the provision of parking during the construction project at the trailhead.

In the early 1990s Lexington Avenue was developed with its present alignment. Prior to that work there was a 90-degree corner located where now the storm-pond is situated south of the existing parking area for the trailhead. The old right-of-way remains as a paper street and some of the improvements proposed now are located in that right-of-way. Staff believes that the County should resolve the matter with an appropriate legal mechanism to un-encumber the property as well as nearby properties that were affected by the re-alignment of Lexington Ave. Since the majority of the affected lands are also in County ownership, the impact of this paper street is lessened. However staff believes encourages the County to undertake cleaning up the legal description of the un-needed right-of-way.

The park will remain open during construction, which is expected to take three months to complete. Many of the users are visiting the off-leash dog area, however there are also many are using the regional trail. The County will place signs in the parking area notifying users that parking will be available in the parking area at 1901 County Road I. The signs will be placed several months before commencement of construction. This will allow the entire park to remain

open. There is no certainty that users will use park facilities for their vehicles, and it is likely that some will park on nearby public streets while using the park, especially the off-leash area. There is potential for the parking and dogs to become objectionable to residents on these nearby streets, and so staff has included a condition that the County will close the off-leash dog area if parking on City streets becomes a nuisance.

### **PUBLIC COMMENT**

Property owners within 350 feet were notified of the request. No comments have been submitted in response. The County Parks Dept. plans to hold a meeting with nearby residents to review the proposed improvements.

### **RECOMMENDATION**

Staff has reviewed the proposal based on City's land use and development requirements, and finds the redevelopment consistent with the Comprehensive Plan and Development Code. Staff recommends the Planning Commission forward the application to the City Council with a recommendation for approval, subject to the following conditions:

- 1) This approval permits the redevelopment of the Lexington Avenue Trailhead in accordance with the submitted plans. The City Planner may approve minor changes to the submitted plans.
- 2) Final grading, drainage, erosion control and utility plans are subject to approval by the Public Works Director.
- 3) City permits are required for the new water and sewer taps, and associated service lines.
- 4) A surety for work on City infrastructure (water, sewer, and trail) is required in the amount of \$5,000.00.
- 5) Lighting on site shall comply with Section 206.030 of the Development Code.
- 6) City permits shall not be issued prior to Rice Creek Watershed District issuing a permit for the project.
- 7) All facilities of the park may remain open while the parking area is redeveloped, however in the event parking on City streets creates nuisance conditions, Ramsey County Parks will close the off-leash dog area until parking is again provided for park users at the Lexington Trailhead.
- 8) The Staff is authorized to issue grading and building permits for this project.

#### Attachments:

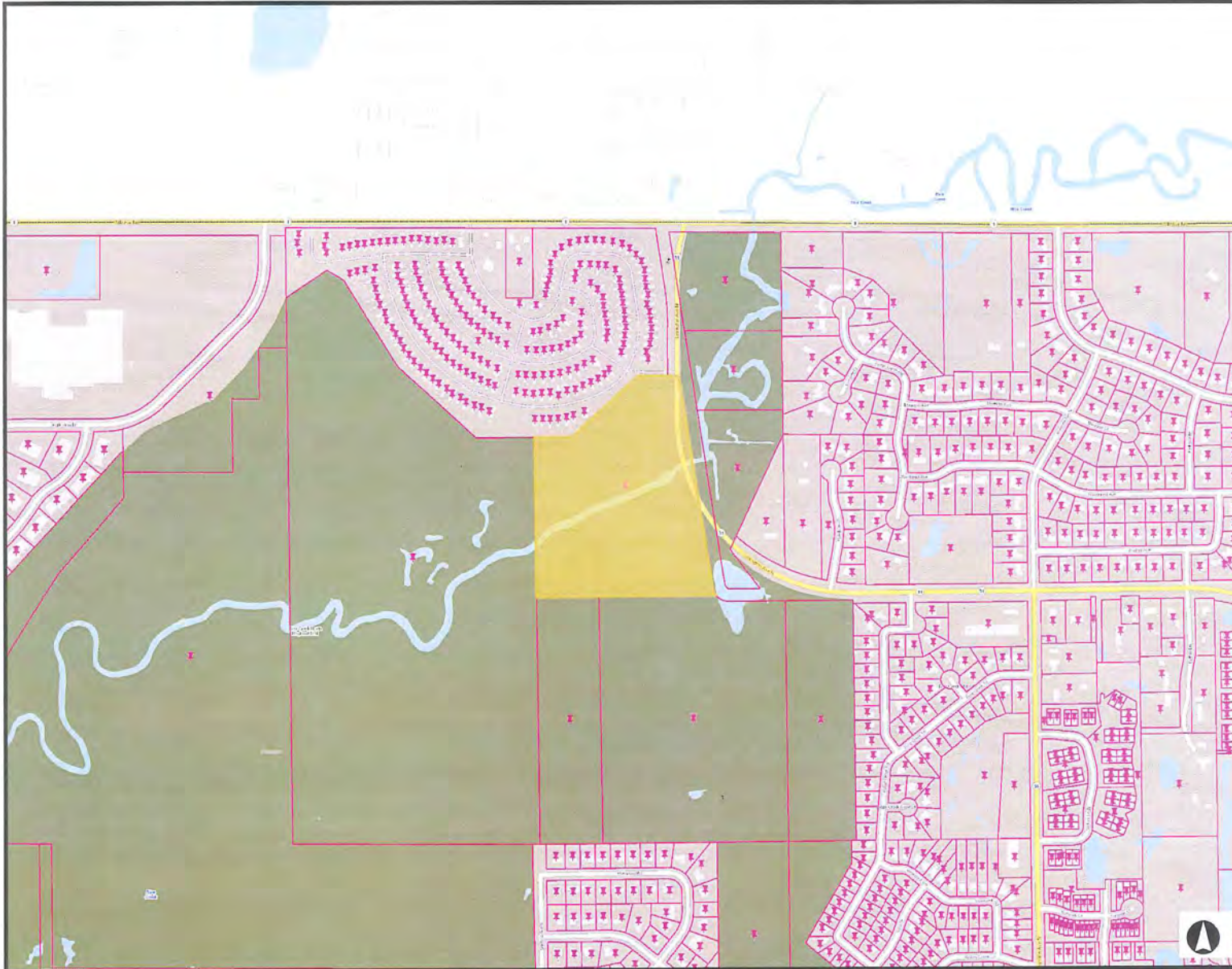
- 1) Location map
- 2) Aerial Photo
- 3) Submitted Plans
- 4) Excerpt from Map 4-3, Planned Land Use, 2008 Comprehensive Plan
- 5) Excerpt from the Official Flood Plain Map, June 2010
- 6) Proposed Motion

## ATTACHMENT A – Architectural and Site Design Review Criteria

**206.050 Architectural and Site Design Standards.** The intent of these regulations is to promote community values by requiring reasonable standards for aesthetically appealing buildings and grounds that complements surrounding land uses and contributes to the viability of the overall community, and promotes sustainability.

(A) Architectural and site design elements of development proposals will be reviewed based on the following criteria:

- (1) Consistency with the Comprehensive Plan; the Surface Water Management Plan; and the Municipal Code.
  - (2) Use of appropriate exterior materials, lighting, textures, colors, and architectural and landscape forms to create a unified, high-quality design concept for the site that is compatible with adjacent and neighboring structures and functions.
  - (3) A unified sign design that provides a desirable environment for site users and the community as a whole. A unified site design considers all site elements including: the relationship of buildings to surrounding natural features; day light and solar access; grading; architectural design; building, parking and loading dock orientation; building height, use of manmade materials, including paving; site furnishings (lighting, outdoor seating, signage, etc.); landscaping (retention of natural vegetation, plant selection and placement, retention and incorporation of water features, etc.); and other visible outdoor site elements.
- (1) Creation of a suitable balance between the amount and arrangement of open space, landscaping, and view protection with the design and function of man-made features. Achieving this balance shall take into account screening, buffering, size and orientation of open spaces.
  - (2) Provision of safe and adequate access to and from sites giving ample consideration to the location and number of access points from public streets, the safety and convenience of merging and turning movements, and traffic management and mitigation.
  - (3) Provision of on-site vehicular, bicycling, and pedestrian circulation by way of interior drives, parking areas, bicycle parking racks, pathways, and walkways adequate to handle anticipated needs and to safely buffer pedestrian and cyclists from motor vehicles.



### Legend

- County Offices
- City Halls
- Schools
- Hospitals
- Fire Stations
- Police Stations
- Recreational Centers
- Parcel Points
- Parcels










### Notes

Rice Creek North Regional Trail Improvements

1,577.3      0      788.66      1,577.3 Feet



## Legend

-  County Offices
-  City Halls
-  Schools
-  Hospitals
-  Fire Stations
-  Police Stations
-  Recreational Centers
-  Parcel Points
-  Parcels

## Notes

Enter Map Description

473.2 0 236.60 473.2 Feet

NAD\_1983\_HARN\_Adj\_MN\_Ramsey\_Feet  
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This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION



2015 North Van Dyke Street  
Maplewood, MN 55109-3796

Tel: 651-748-2500  
Fax: 651-748-2508  
[www.co.ramsey.mn.us](http://www.co.ramsey.mn.us)



## MEMORANDUM

**To:** City of Shoreview Community Development Department  
**From:** Gus Blumer, Landscape Architect, Ramsey County Parks and Recreation Department  
**Cc:**  
**Date:** December 22<sup>nd</sup>, 2012  
**RE:** Rice Creek North Trail Lexington Trailhead Project - Site Plan Review Application

### *Introduction*

This memo is intended to summarize the Rice Creek North Trail Lexington Trailhead Improvements for your review. Ramsey County Parks and Recreation Department (RCPRD) is proposing removal of the existing parking lot, constructing new Rice Creek Trail North trailhead parking lot and Rice Creek Water Trail canoe/kayak parking, and building a new prefab/pre-engineered restroom building including water, electrical, and sanitary service to the site. Other site amenities such as way-finding kiosk, seating, site security lighting, and drinking fountain are also proposed. 8ft bituminous trails will provide circulation from the parking area to the proposed restroom and existing Rice Creek North Regional Trail. Construction for the project is scheduled to begin June 2013 and will be complete by fall 2013.

### *Access & Parking*

RCPRD is proposing the existing parking lot entrance shift 50ft to the south while maintaining the existing regional trail through the site. The existing parking area is proposed to be removed and redesigned with (5) oversized parking stalls and (1) trailer stall dedicated for Rice Creek Water Trail users. A new entrance drive is proposed for a separate (30) stall parking area, (2) of which will be handicap, and Regional trailhead at the upper area of the site. The entrance drive will complete a loop back to the entry drive which will accommodate emergency vehicles and allow for future overflow parking or site overlook.

### *Storm Water Run-off Improvements*

Due to the established legacy trees on site and the slopes of the existing topography, traditional surface storm basin design will not fit on the site. A geo-technical analysis has determined the site has existing soils that will support infiltration as the primary means to treat storm water runoff from proposed development. As a result, RCPRD is proposing to utilize porous asphalt to capture runoff, and a below grade stone infiltration basin to store and treat the water. The permeable asphalt will be located in the in the lower parking lot stalls and entry drive and surface infiltration basin will be utilized in the island of the upper parking area.

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### *Pre-Engineered Restroom Building*

A new pre-engineered seasonal restroom building is proposed to be constructed to serve trail users. The restroom will have separate areas for men and women and will have a toilet, sinks, and centralized mechanical room. Materials planned for the building will consist of block walls with cement siding and stone veneer. A standing seam metal roof is proposed for the roofing material. Light tubes will be added to the structure allowing natural light into the interior spaces.

### *Trash Enclosure*

A trash enclosure is planned to be located in the upper parking area, primarily for the removal of off-leash dog area waste. The enclosure is proposed to be constructed of concrete block walls and gate that has cementitious lap siding which provide a similar aesthetic to the restroom building.

### *Utilities*

Utility improvements are proposed to consist of electrical, water, and sanitary services to the restroom building. The new water services will be brought into the site from existing utilities under Lexington Ave to minimize impacts to any existing trees. Sanitary sewer is found on the site near the location of the new entry drive in the Lexington ROW. The sanitary line will be trenched and connected to the proposed restroom building. Electrical service is on site and will be directionally bored from the pole to a transformer located near the restroom building. Security lighting will be added to the exterior of the building and to the upper parking lot. The light poles will accommodate future security cameras if needed.

### *Rice Creek watershed District*

The proposed plans will be submitted to Rice Creek Watershed District for their review and approval of the storm-water design and erosion control measures. RCPRD anticipate their process to be complete by late February 2013.

### *Existing Trees and Landscape Restoration*

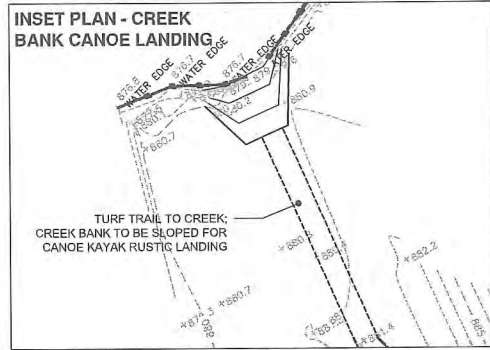
The site was formally a residential and farm property prior to becoming a regional park. Many of the existing trees are large and dying, or in very poor condition. The trees that have been selected to be removed have been approved by the Ramsey County natural resource manager. Trees that are in good health and are of a desirable species, have dictated the shape and orientation of the proposed site layout. In addition, areas to the north of the upper parking lot have been degraded by local residents to point many trees have died and the soils are exposed. RCPRD is planning to restore these areas and clean out invasive understory shrubs and small trees. Large native shrub plantings is proposed for screening between the proposed parking lots and the existing trail.

Turf seeding is proposed for disturbed areas caused by construction activities around all parking facilities, trails, and buildings. Native short grass prairie seed is planned for the infiltration basin areas and for all other restoration throughout the park. The proposed restoration will result in an oak savannah consisting of large oak trees with a short grass prairie. Additional landscaping enhancements consisting of native grasses and prairie plants is planned in various areas throughout the parking lot and around the building.

If you have any questions or need clarification on the existing conditions, design concept, or design summary described in this memo, please feel free to contact me at 651-748-2500 ext 334 or [brett.blumer@co.ramsey.mn.us](mailto:brett.blumer@co.ramsey.mn.us).







**PROJECT SUMMARY**

- (5) CANOE/KAYAK PARKING STALLS, (1) CANOE/KAYAK TRAILER STALL
- (30) PARKING STALLS, (2) OF WHICH ARE HANDICAP
- PERMEABLE ASPHALT STORM WATER COLLECTION INFILTRATION
- RESTROOM BUILDING W/SEPERATED MEN'S, WOMEN'S ROOMS, AND MECH.
- SEPARATION OF OFF LEASH USER AND REGIONAL TRAIL USERS
- OVERSIZED PARKING FOR CANOE/KAYAK WATER TRAIL USERS
- DUMPSTER ENCLOSURE - SINGLE DUMPSTER
- SITE LIGHTS AND ACCOMMODATION FOR SECURITY CAMERA
- DRINKING FOUNTAIN AT UPPER PARKING
- WAYFINDING SIGNAGE
- LANDSCAPING W/IRRIGATION
- WOODLAND RESTORATION TO OAK SAVANNAH
- SURMOUNTABLE MNDOT TYPE D CURB AND GUTTER



**CONTACT INFORMATION:**

11000 Grandview Parkway, Golden Valley, MN 55422  
651.748.2500  
brock.blumenfeld@ramsey.mn.us  
651.748.2500

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.

Registration: Landscape Architect  
State: Minnesota  
Number: 4234  
Signature: B. Gus Blumer

NO.	DATE	DESCRIPTION
1	X/1/ZZ	X DOCUMENTS

DESIGN PHASE:

**REVIEW DOCUMENTS**

**RICE CREEK NORTH TRAIL - LEXINGTON TRAILHEAD**  
 RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT  
 RICE CREEK REGIONAL TRAIL & BALD EAGLE REGIONAL PARK

DATE: DECEMBER 2012

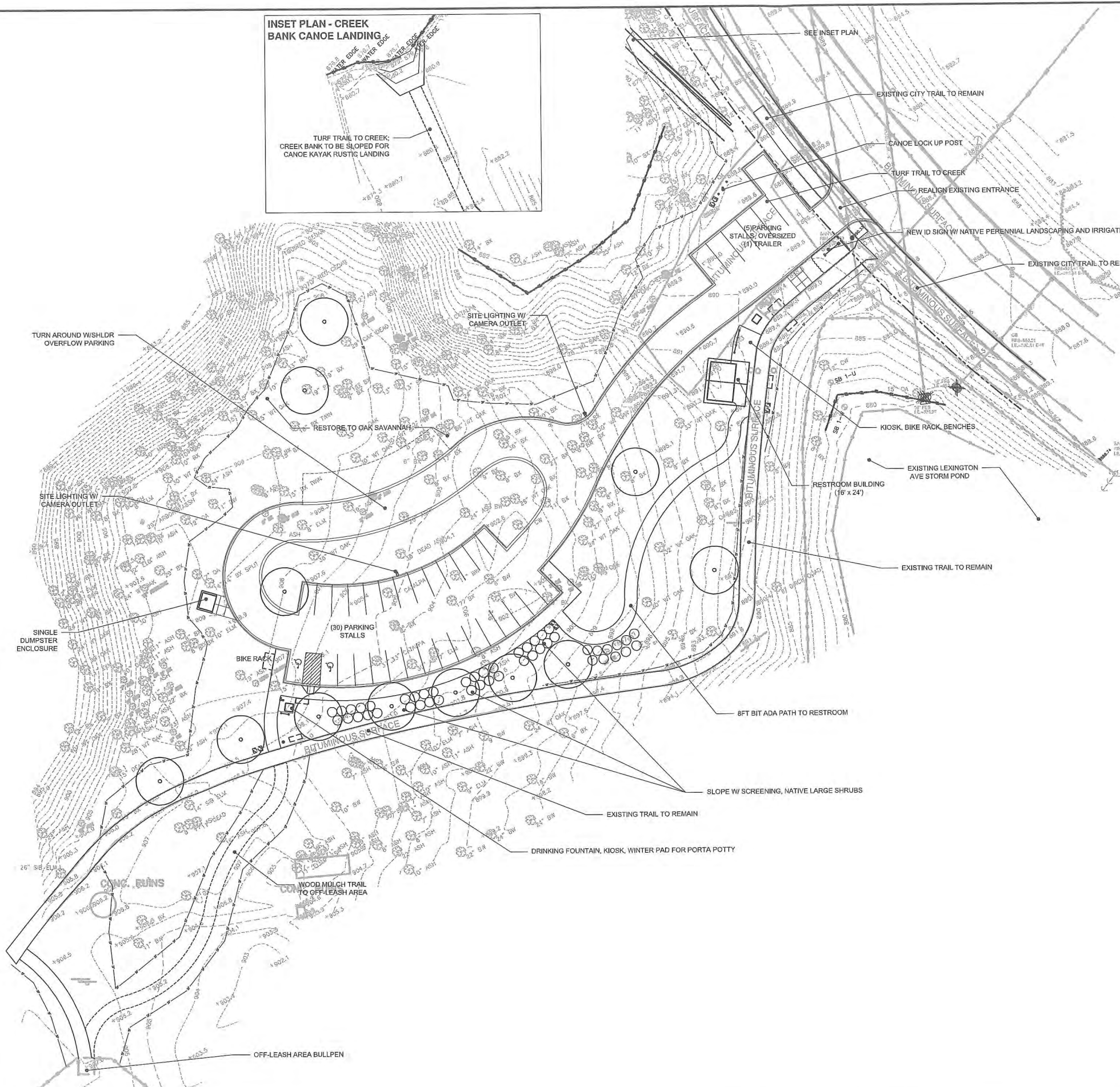
DESIGNED BY: BGB  
 DRAWN BY: BGB  
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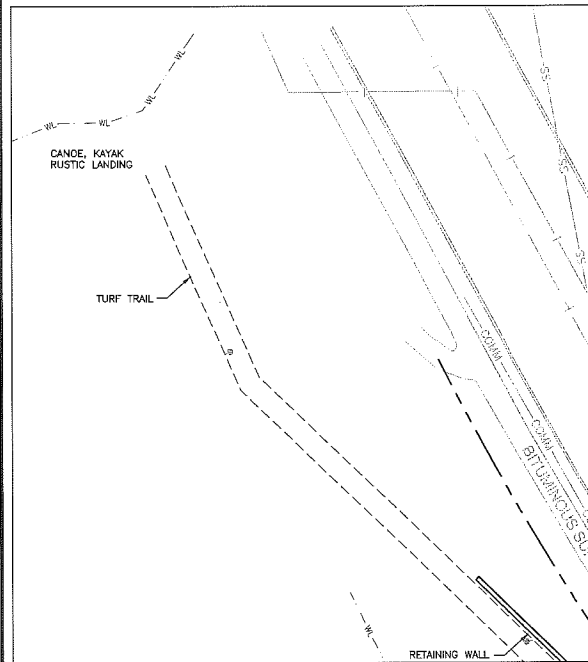


TITLE  
**PROPOSED SITE PLAN**

**DD 3.0**

SHEET X OF X



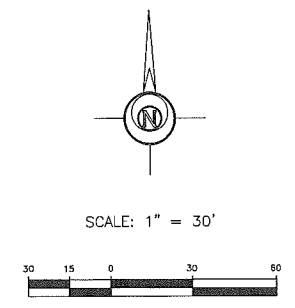
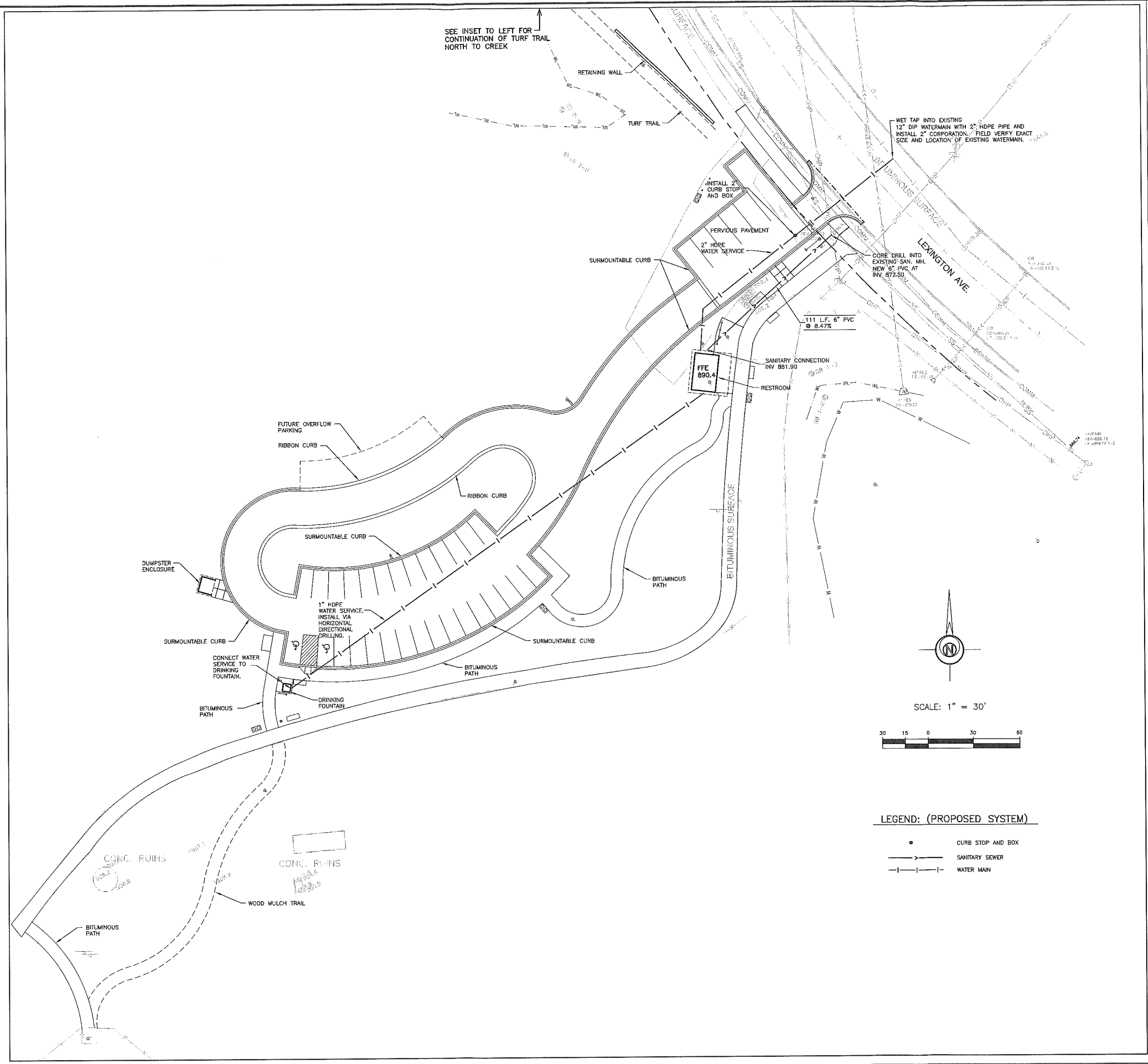


INSET  
TURF TRAIL TO  
CREEK

**GENERAL UTILITY NOTES:**

1. BIDDER WILL VISIT THE SITE PRIOR TO BIDDING TO UNDERSTAND THE SCOPE OF WORK. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ITEMS THAT COULD HAVE BEEN IDENTIFIED BY A SITE VISIT, STUDYING THE TOPOGRAPHIC SURVEY, THOROUGHLY REVIEWING ALL PLANS AND GEOTECHNICAL REPORT, AND ADDITIONAL INFORMATION REQUESTED FOR CLARIFICATION PRIOR TO BIDDING.
2. ALL EXISTING INFORMATION TAKEN FROM SURVEY BY E.V.S., DATED OCTOBER, 2012.
3. SEE GEOTECHNICAL REPORT, IF AVAILABLE, FOR SUBSURFACE INVESTIGATION INFORMATION AND LOCATIONS OF SOIL BORINGS NOT SHOWN ON THE DRAWINGS. THE CONTRACTOR WILL BE RESPONSIBLE TO OBTAIN A SOILS REPORT DURING BIDDING.
4. REFERENCE MECHANICAL AND ELECTRICAL PLANS FOR COORDINATION OF CONNECTION TO BUILDING SERVICES.
5. THE CONTRACTOR SHALL MEET THE REQUIREMENTS OF THE LOCAL GOVERNING AUTHORITIES FOR CONNECTION TO PUBLIC WATER, SANITARY SEWER AND STORM SEWER UTILITIES AND WORK WITHIN THE PUBLIC RIGHT OF WAY, INCLUDING PROVIDING AN APPROVED TRAFFIC CONTROL PLAN AS NECESSARY.
6. ALL WATER SERVICES ARE TO HAVE A MINIMUM OF 7.5 FEET AND A MAXIMUM OF 9.0 FEET OF COVER. MAXIMUM COVER MAY CHANGE IF DEFLECTING WATER SERVICE UNDER UTILITIES. ALL VALVES ARE TO HAVE 7.5 TO 9.0 FEET OF COVER.
7. SHOULD WATER SERVICE CONFLICT WITH OTHER UTILITIES, DEFLECT WATER SERVICE DOWN TO PROVIDE A MINIMUM VERTICAL CLEARANCE OF 18 INCHES BETWEEN BOTTOM OF UTILITY PIPE AND TOP OF WATERMAIN. FOLLOW TEN STATE STANDARDS, CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM) AND MINNESOTA DEPARTMENT OF HEALTH STANDARDS FOR UTILITY CROSSINGS.
8. ALL WATER SERVICE THRUST FORCE POINTS (INCLUDES VALVES, TEES, WYES, CROSSES, REDUCERS, HYDRANTS, DEAD ENDS AND BENDS) ARE TO BE LUGGED (MECHANICAL JOINTS). VERIFY JOINT RESTRAINT METHOD REQUIREMENTS WITH LOCAL GOVERNING AUTHORITY.
9. FIRE HYDRANT ASSEMBLY SHALL INCLUDE NECESSARY TEES, STUBS, AND GATE VALVES SHOWN ON THE DRAWING AND DETAILS, AND AS REQUIRED BY THE CITY. VERIFY INSTALLATION REQUIREMENTS WITH LOCAL GOVERNING AUTHORITY REQUIREMENTS.
10. SANITARY SEWER PIPE AND FITTINGS SHALL BE PVC, SDR 35 UNLESS OTHERWISE NOTED.
11. INSTALL CLEANOUTS/MANHOLE ALONG SANITARY SEWER SERVICE PER MINNESOTA DEPARTMENT OF HEALTH PLUMBING CODE REQUIREMENTS. VERIFY WITH LOCAL GOVERNING AUTHORITY.
12. THE CONTRACTOR SHALL CLEAN ALL SURFACE FLOW CHANNELS, PIPES AND STRUCTURES AFTER FINAL SURFACES ARE ESTABLISHED AND PRIOR TO PROJECT CLOSEOUT.
13. ALL CONSTRUCTION TO COMPLY WITH CITY ENGINEERING DESIGN STANDARDS.

STATE LAW: 48 HOURS BEFORE EXCAVATING OR DEMOLISHING BUILDINGS, CALL (651) 454-0002 FOR FIELD LOCATION OF UNDERGROUND UTILITY LINES. (THIS SERVICE LOCATES UTILITY OWNED LINES BUT NOT PRIVATE LINES.)  
 THE LOCATIONS OF UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED. THE EXACT LOCATION OF ALL UTILITIES MUST BE DETERMINED BEFORE COMMENCING WORK.



LEGEND: (PROPOSED SYSTEM)  
 • CURB STOP AND BOX  
 —> SANITARY SEWER  
 -|-|- WATER MAIN

**RAMSEY COUNTY  
PARKS AND RECREATION**  
 2015 N. VAN DYKE STREET  
 MAPLEWOOD, MN 55109  
 TEL (651)748-2500  
 FAX (651)748-2508

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 421 LILJA DRIVE NORTH  
 MINNEAPOLIS, MN 55422-4669  
 (763) 545-9196  
 FAX (763) 541-8856  
 www.clark-eng.com

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A FULLY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

SIGNATURE: \_\_\_\_\_  
 TYPED OR PRINTED NAME: KRAIG KLUND  
 DATE: \_\_\_\_\_ REG. NO. 43905

NO.	DATE	DESCRIPTION
1	12/20/12	REVIEW DOCUMENTS

DESIGN PHASE:  
**REVIEW DOCUMENTS**

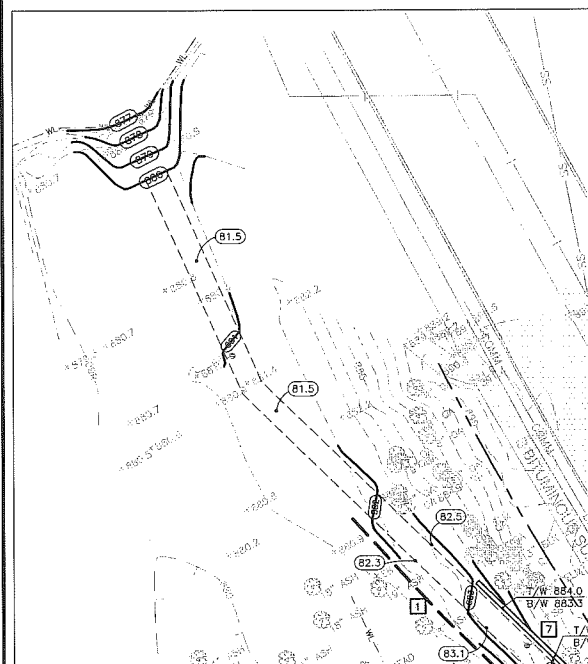
**RICE CREEK NORTH TRAIL - LEXINGTON TRAILHEAD**  
 RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT  
 RICE CREEK REGIONAL TRAIL & BALD EAGLE REGIONAL PARK

DATE: DECEMBER 2012  
 DRAWN BY: TH  
 CHECKED BY: KK

TITLE  
**SITE UTILITY PLAN**

**DD 4.0**

L:\2012\0121\02041 Rice Creek Trailhead\DWG\DD 4.0 Site Utility Plan.dwg, 12/20/2012 2:55:30 PM, 10/20/12 clark



**INSET PLAN  
TURF TRAIL TO CREEK BANK CANOE LANDING**

**GENERAL GRADING NOTES:**

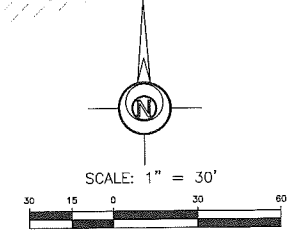
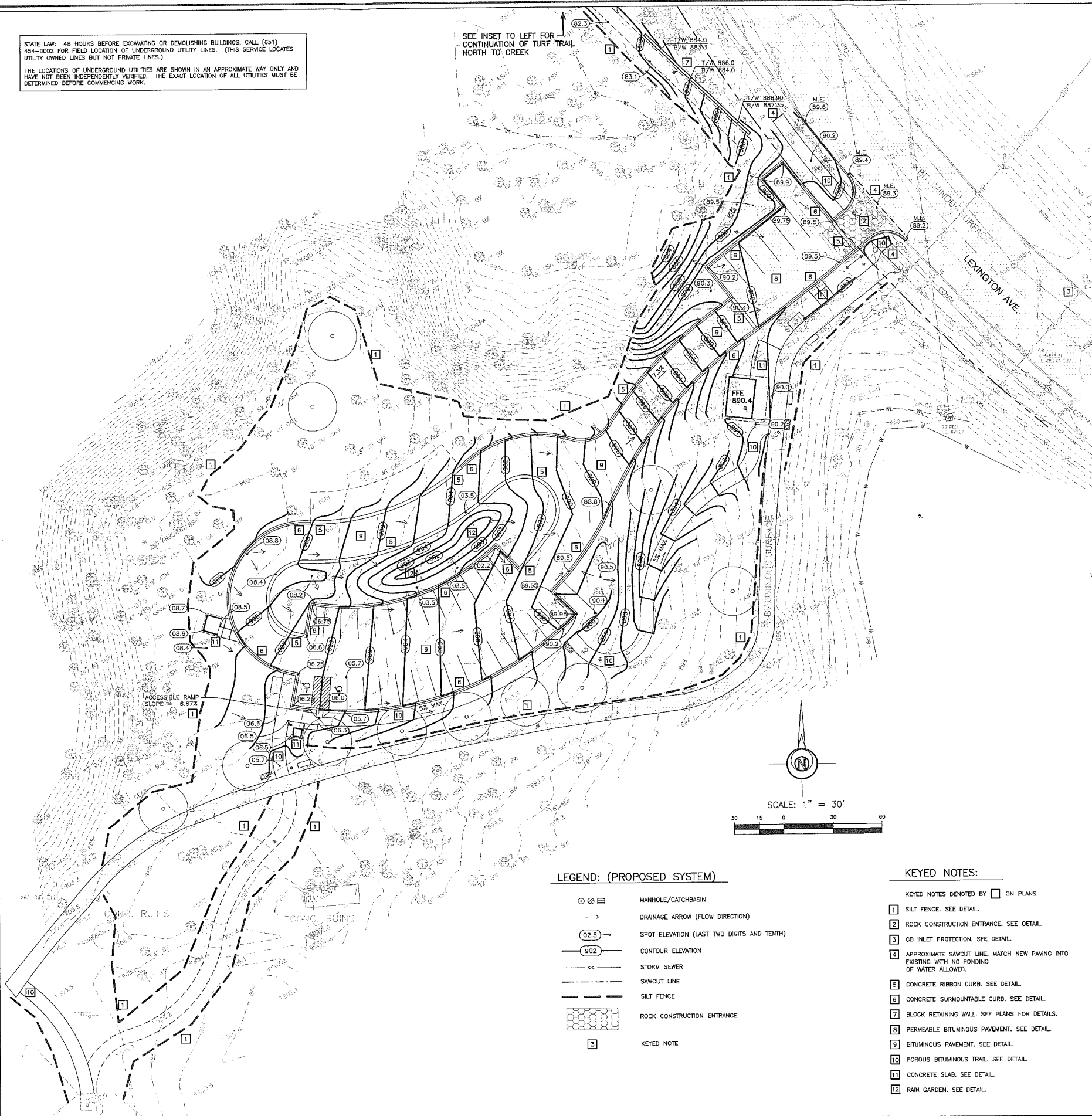
1. BIDDER WILL VISIT THE SITE PRIOR TO BIDDING TO UNDERSTAND THE SCOPE OF WORK. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ITEMS THAT COULD HAVE BEEN IDENTIFIED BY A SITE VISIT, STUDYING THE TOPOGRAPHIC SURVEY, THOROUGHLY REVIEWING ALL PLANS AND GEOTECHNICAL REPORT, AND ADDITIONAL INFORMATION REQUESTED FOR CLARIFICATION PRIOR TO BIDDING.
2. ALL EXISTING TOPOGRAPHIC INFORMATION TAKEN FROM SURVEY BY E.V.S., DATED OCTOBER, 2012.
3. SEE GEOTECHNICAL REPORT, IF AVAILABLE, FOR SUBSURFACE INVESTIGATION INFORMATION AND LOCATIONS OF SOIL BORINGS NOT SHOWN ON THE DRAWINGS. THE CONTRACTOR WILL BE RESPONSIBLE TO OBTAIN A SOILS REPORT DURING BIDDING.
4. COORDINATE ANY SHUTDOWN OF UTILITY SERVICES WITH THE PROPERTY OWNER, ARCHITECT AND PRIVATE UTILITY OWNER.
5. REFER TO LANDSCAPE PLAN FOR PERMANENT TURF RESTORATION AND PLANTING INFORMATION.
6. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS PRIOR TO BEGINNING WORK.
7. MAINTAIN TEMPORARY PROTECTION MEASURES DURING CONSTRUCTION ACTIVITIES. SEE DEMOLITION PLAN FOR ADDITIONAL INFORMATION. PROVIDE ADDITIONAL PROTECTION AS NECESSARY AS WORK PROGRESSES.
8. SEE SITE PLAN PLAN FOR SITE LAYOUT.
9. PROPOSED CONTOURS AND SPOT ELEVATIONS ARE TO FINISHED GRADE.
10. SPOT ELEVATIONS SHOWN ADJACENT TO CURB REFER TO GUTTER/FLOW LINE. SPOT ELEVATION SHOWN FOR TOP OF CURB ARE LABELED WITH TC (TOP OF CURB). SPOT LABELED ME REFERS TO MATCH EXISTING GRADE.
11. PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS AT ALL TIMES.
12. NO GRADED SLOPES SHALL EXCEED 3:1 (HORIZONTAL TO VERTICAL) UNLESS OTHERWISE NOTED.

**GENERAL EROSION CONTROL NOTES:**

1. INSTALL TEMPORARY EROSION CONTROL DEVICES AT THE LOCATIONS SHOWN ON THE PLANS PRIOR TO BEGINNING LAND DISTURBING ACTIVITIES.
2. MAINTAIN ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES IN PLACE UNTIL THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED. INSPECT ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES ON A WEEKLY BASIS AND DURING RAINFALL EVENTS. REMOVE ACCUMULATED SEDIMENT DEPOSITS FROM EROSION AND SEDIMENT CONTROL DEVICES AND DOWNSLOPE DRAINAGE SYSTEMS AS NEEDED. DO NOT ALLOW SEDIMENT TO ACCUMULATE TO A DEPTH OF MORE THAN ONE-THIRD OF THE CAPACITY OF THE DEVICE. REPLACE DETERIORATED OR DAMAGED EROSION CONTROL DEVICES WITHIN 24 HOURS.
3. PROVIDE ADDITIONAL EROSION CONTROL, WHICH MAY NOT BE SHOWN ON THE DRAWINGS, CONSISTENT WITH THE MEANS, METHODS AND SEQUENCE OF CONSTRUCTION IN ACCORDANCE WITH PERMIT REQUIREMENTS AND AUTHORITIES HAVING JURISDICTION.
4. REMOVE ALL SOILS AND SEDIMENTS TRACKED OR OTHERWISE DEPOSITED ONTO PAVEMENT AREAS. REMOVAL SHALL BE ON A DAILY BASIS THROUGHOUT THE DURATION OF THE CONSTRUCTION.
5. STABILIZE ALL AREAS WHICH HAVE BEEN FINISH-GRADED, AND ALL DISTURBED AREAS IN WHICH GRADING OR CONSTRUCTION OPERATIONS ARE NOT ACTIVELY UNDERWAY, AGAINST EROSION DUE TO RAIN, WIND AND RUNNING WATER WITHIN 14 DAYS. REPAIR ERODED AREAS IMMEDIATELY.
6. LOCATE SOIL OR DIRT STOCKPILES CONTAINING MORE THAN 10 CUBIC YARDS OF MATERIAL WITH A DOWNSLOPE DRAINAGE LENGTH OF NO LESS THAN 25 FEET FROM THE TOE OF THE PILE TO A ROADWAY OR DRAINAGE CHANNEL. IF REMAINING FOR MORE THAN SEVEN DAYS, STABILIZE THE STOCKPILES BY MULCHING, VEGETATIVE COVER, TARPS, OR OTHER MEANS. CONTROL EROSION FROM ALL STOCKPILES BY PLACING SILT FENCE BARRIERS AROUND THE PILES.
7. PERFORM ALL EROSION CONTROL PRACTICES AND SEQUENCE CONSTRUCTION IN ACCORDANCE WITH THE METHODS OUTLINED IN THE BEST MANAGEMENT PRACTICES HANDBOOK: "PROTECTING WATER QUALITY IN URBAN AREAS," PUBLISHED BY THE MINNESOTA POLLUTION CONTROL AGENCY.
8. REMOVE TEMPORARY EROSION CONTROL DEVICES AFTER THE ADJACENT FINAL SURFACES ARE PERMANENTLY ESTABLISHED. COORDINATE REMOVAL WITH PERMANENT RESTORATION OF ALL AREAS OCCUPIED BY TEMPORARY DEVICES.
9. EROSION CONTROL PLAN, AS WELL AS THE WEEKLY AND POST RAINFALL EVENT INSPECTION REPORTS TO BE KEPT IN THE ON-SITE JOB TRAILER.
10. ADDITIONAL ROCK TO BE BROUGHT IN SHOULD ROCK ENTRANCES BECOME SOIL LADEN.
11. ALL STORM SEWER CATCH BASINS TO BE PROTECTED FROM SEDIMENT DEPOSITION WITH AN APPROVED INLET PROTECTION DEVICE.

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SEE INSET TO LEFT FOR CONTINUATION OF TURF TRAIL NORTH TO CREEK



**LEGEND: (PROPOSED SYSTEM)**

- ⊗ ⊗ MANHOLE/CATCHBASIN
- DRAINAGE ARROW (FLOW DIRECTION)
- 02.5 SPOT ELEVATION (LAST TWO DIGITS AND TENTH)
- 902 CONTOUR ELEVATION
- S— S— STORM SEWER
- - - SAWCUT LINE
- - - SILT FENCE
- ⊠ ROCK CONSTRUCTION ENTRANCE
- ⊠ KEYED NOTE

**KEYED NOTES:**

- KEYED NOTES DENOTED BY ⊠ ON PLANS
- 1 SILT FENCE. SEE DETAIL.
  - 2 ROCK CONSTRUCTION ENTRANCE. SEE DETAIL.
  - 3 CB INLET PROTECTION. SEE DETAIL.
  - 4 APPROXIMATE SAWCUT LINE. MATCH NEW PAVING INTO EXISTING WITH NO PONDING OF WATER ALLOWED.
  - 5 CONCRETE RIBBON CURB. SEE DETAIL.
  - 6 CONCRETE SURMOUNTABLE CURB. SEE DETAIL.
  - 7 BLOCK RETAINING WALL. SEE PLANS FOR DETAILS.
  - 8 PERMEABLE BITUMINOUS PAVEMENT. SEE DETAIL.
  - 9 BITUMINOUS PAVEMENT. SEE DETAIL.
  - 10 POROUS BITUMINOUS TRAIL. SEE DETAIL.
  - 11 CONCRETE SLAB. SEE DETAIL.
  - 12 RAIN GARDEN. SEE DETAIL.

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I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A FULLY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

SIGNATURE: \_\_\_\_\_  
TYPED OR PRINTED NAME: KRAG KLUND  
DATE: \_\_\_\_\_ REG. NO. 43565

NO.	DATE	DESCRIPTION
1	12/20/12	REVIEW DOCUMENTS

**REVIEW DOCUMENTS**

**RICE CREEK NORTH TRAIL - LEXINGTON TRAILHEAD**  
RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT  
RICE CREEK REGIONAL TRAIL & BALD EAGLE REGIONAL PARK

DATE: DECEMBER 2012  
DRAWN BY: TH  
CHECKED BY: KC

**TITLE**  
**GRADING, DRAINAGE AND EROSION CONTROL PLAN**

**DD 5.0**

SHEET 2 OF 3

L:\2012 CIVIL DWG\2012 Rice Creek\Region\Title\DWG\CLARK\CLARK-CAD Drawings\2012\_DD 5.0.dwg, 12/20/12 2:26:48 PM, 10/1/10 04:43



**TREES TO BE REMOVED BY SPECIES**

BOXELDER - 47  
 OAK - 3  
 ASH - 16  
 BLACK WALNUT - 2  
 ELM - 3  
 CATALPA - 2  
 SIBERIAN ELM - 1

**LANDMARK TREES TO BE REMOVED BY SPECIES**

15" ASH - BROKEN  
 19" ASH - NICE CONDITION  
 24" ASH - BAD CONDITION  
 24" ASH - BAD CONDITION  
 26" ASH  
 30" ASH - BAD CONDITION  
 30" ASH - BAD CONDITION  
 26" BUR OAK - CRACKED  
 30" BUR OAK - HOLLOW  
 29" BUR OAK - DEAD  
 38" COTTONWOOD - HOLLOW  
 30" BOX ELDER - PARTIALLY HOLLOW  
 36" BOX ELDER - UNHEALTHY

**PROPOSED TREES**

6 - BUR OAK  
 2 - HACKBERRY  
 2 - RED OAK  
 2 - AMERICAN ELM 'PRINCETON'

**PROPOSED TREES WILL BE SPECIFIED AS #15-#20 CONTAINER GROWN STOCK. CALPIER MUST BE 2.0'-2.5" WITH A HEIGHT BETWEEN 10-14FT.**

- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- EXISTING LANDMARK TREE TO BE REMOVED (NOTE - DESIGNATED LANDMARK TREE ACCORDING TO SIZE. SEE LANDMARK SPECIES NOTES FOR HEALTH COMMENTS)
- PROPOSED TREE
- PROPOSED SHRUB



**CONTACT INFORMATION:**  
 651-748-2500  
 651-748-2500  
 651-748-2500  
 651-748-2500

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.

Registration: Landscape Architect  
 State: Minnesota  
 Number: 4234  
 Signature: B. Gus Blumer

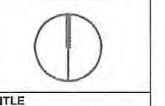
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1	X/1/12	X DOCUMENTS

**DESIGN PHASE:**

**REVIEW DOCUMENTS**

**RICE CREEK NORTH TRAIL - LEXINGTON TRAILHEAD**  
 RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT  
 RICE CREEK REGIONAL TRAIL & BALD EAGLE REGIONAL PARK

DATE:	DECEMBER 2012
DESIGNED BY:	BGB
DRAWN BY:	BGB
CHECKED BY:	SAY



**TITLE**  
 LANDSCAPING PLAN  
 PLAN

**DD 8.0**

SHEET X OF X



**RAMSEY COUNTY  
PARKS AND RECREATION**  
2015 N. VAN DYKE STREET  
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TEL (651) 748-2500  
FAX (651) 748-2508

**Ramsey County  
Parks & Recreation**  
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**CONTACT INFORMATION:**

Brett Blumer, Landscape Architect  
brett.blumer@co.ramsey.mn.us  
651.748.2500

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.

Registration: Landscape Architect  
State: Minnesota  
Number: 42944  
Signature: B. Gus Blumer

NO.	DATE:	DESCRIPTION:
1	X/X/XX	REVIEW DOCUMENTS

**DESIGN PHASE:**

REVIEW DOCUMENTS

**RICE CREEK NORTH TRAIL - LEXINGTON TRAILHEAD**  
RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT  
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DATE: DECEMBER 2012

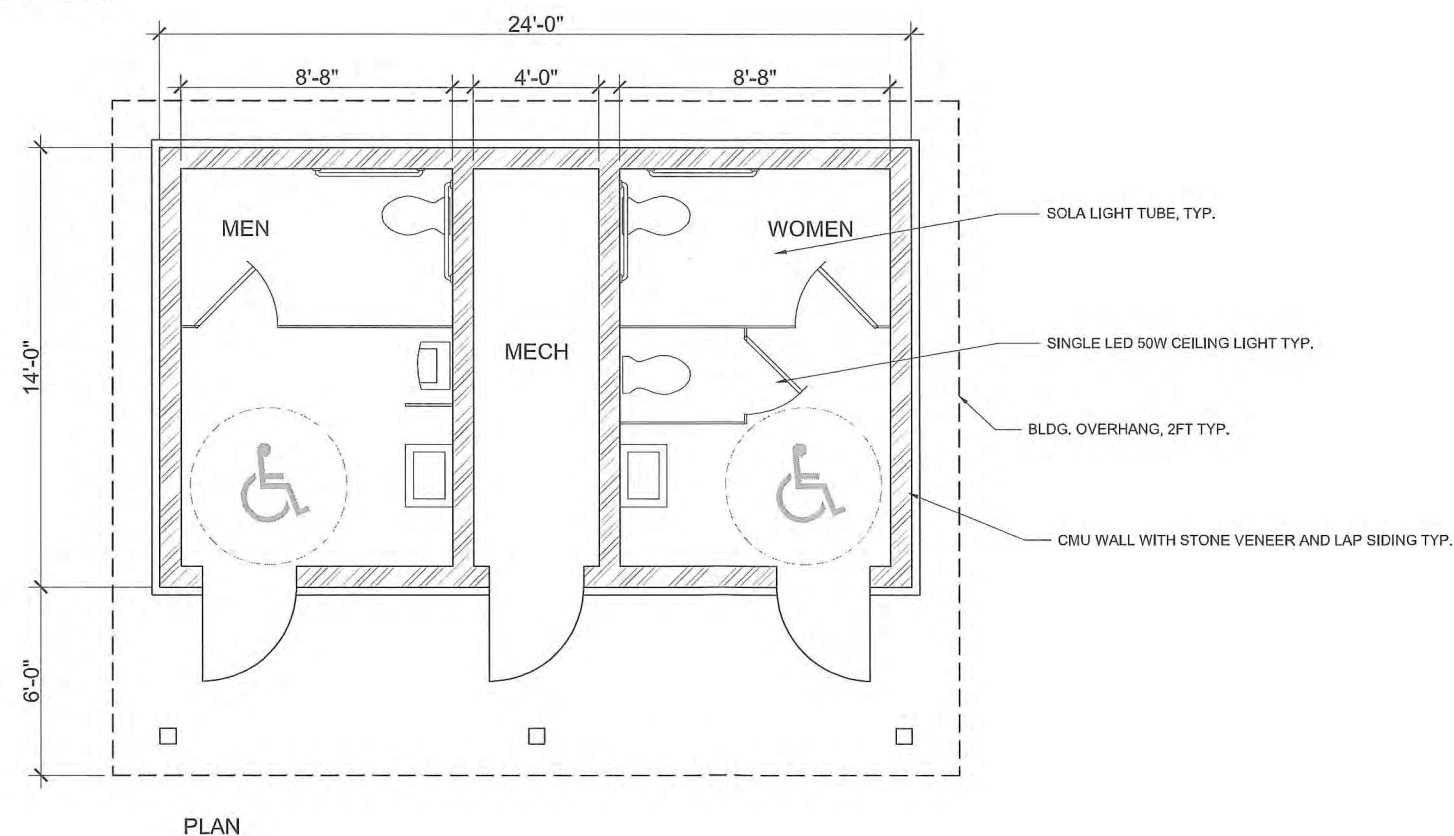
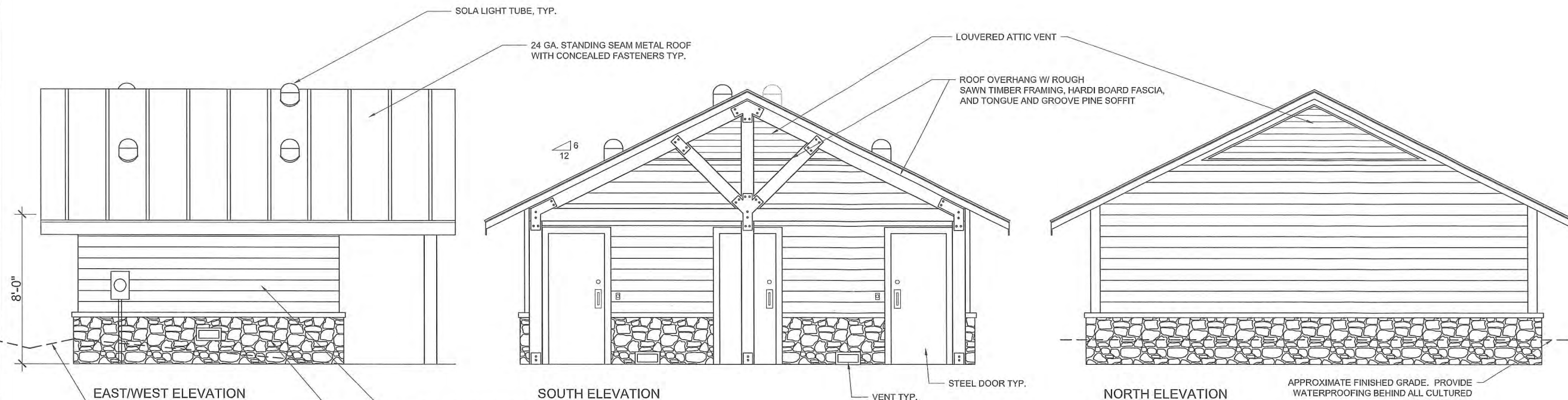
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TITLE  
**RESTROOM  
CONCEPT**

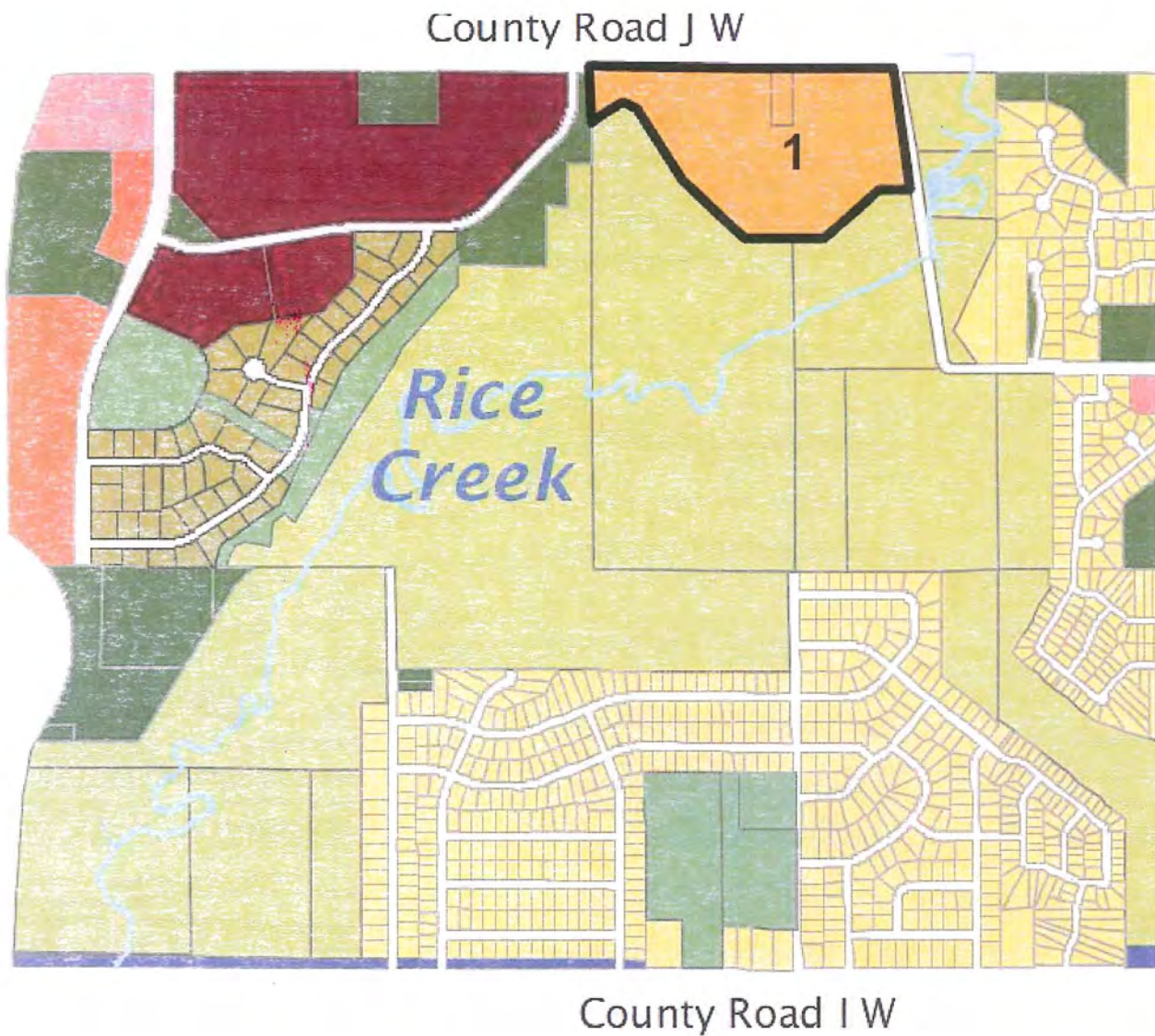
**DD 9.1**

SHEET X OF XX



**RESTROOM BLDG SUMMARY**

- CMU CORE WALL WITH FULL DEPTH SPREAD FOOTING
- WOOD ROOF RAFTERS WITHSTANDING SEAM METAL ROOF, NATURAL BRONZE COLOR
- NATURAL DAY-LIGHTING VIA LIGHT TUBES
- ADA ACCESSIBLE
- 6:12 PITCH ROOF
- ROUGH SWAN TIMBER OVER HANG FRAMING
- CULTURED STONE VENEER
- HARDI CEMENT LAP SIDING
- WATER, SANITARY, AND ELECTRICAL SERVICE



**Planned Land Use, Map 4.3, 2008 Comprehensive Plan**

ZONE A

(NO BASE FLOOD ELEVATION  
(BFE) DETERMINED)

ZONE AE

BFE = 888 FT.

Date: January 11, 2013

To: Rob Warwick, Senior Planner

From: Tom Wesolowski, City Engineer

Subject: Site and Building Plan Review – Ramsey County Off-leash Dog Park and Rice Creek Water Trail

The City of Shoreview Engineering Department has reviewed the plans dated December 2012 and has the following comments regarding the plans:

1. The park falls within the Rice Creek Watershed District, which will require Ramsey County Parks to obtain an approved Rice Creek Watershed District permit. The City requires that all the information that is submitted to Rice Creek Watershed District as it relates to the proposed development, also be sent to the City of Shoreview.
2. The developer has submitted storm water management calculations for existing and proposed drainage on the site. The calculations are signed by a licensed engineer from the State of Minnesota and meet the requirements of the City's Surface Water Management Plan (SWMP).
3. The proposed storm water management system will consist of pervious pavement and a rain garden that will infiltrate run-off from the site into the ground. The improvements will reduce the volume of runoff from the site to a level less than what currently leaves the site, which exceeds the requirements of the City's SWMP.
4. The plans show construction will occur within the Lexington Avenue right of way. Lexington Avenue is controlled by Ramsey County and a Ramsey County permit is required for any work completed in their right of way.
5. Add the following to standard utility notes: "Notify the City of Shoreview Public Works Department 24 hours prior to any work on existing utilities."
6. The address is listed as 5959. Based on the location the address should be an even number.
7. Escrows will be required for the water and sanitary sewer connections.
8. Accessible curb ramps should be installed on either side of the access road where it crosses the bituminous trail.



9. Existing trees that are marked on the plans to remain should be protected with fencing to minimize compaction of the soil around the trees. Fencing should be located at the drip lines of the trees.
10. Based on the large number of ash trees located on the site, Ramsey County Parks and Recreation should consider removing them preemptively, since other trees will need to be removed for the improvements. A known infestation of Emerald Ash Borer is located approximately 2-miles away and it is likely the ash trees located on the site will be infested in the future and will be required to be removed at that time.
11. Recycling opportunities should also be made available with the trash enclosure.
12. The plans will be presented to the Environmental Quality Committee for comment at their January 28 meeting.

If you have any questions or would like to discuss the comments please contact Tom Wesolowski at 651-490-4652

## PROPOSED MOTION

MOVED BY COMMISSION MEMBER \_\_\_\_\_

SECONDED BY COMMISSION MEMBER \_\_\_\_\_

To recommend that the City Council approve the Site and Building Plan application to redevelop the Rice Creek Trail North, Lexington Avenue Trailhead, 5959 Lexington Ave., subject to the following conditions:

- 1) This approval permits the redevelopment of the Lexington Avenue Trailhead in accordance with the submitted plans. The City Planner may approve minor changes to the submitted plans.
- 2) Final grading, drainage, erosion control and utility plans are subject to approval by the Public Works Director.
- 3) City permits are required for the new water and sewer taps, and associated service lines.
- 4) A surety for work on City infrastructure (water, sewer, and trail) is required in the amount of \$5,000.00.
- 5) Lighting on site shall comply with Section 206.030 of the Development Code.
- 6) City permits shall not be issued prior to Rice Creek Watershed District issuing a permit for the project.
- 7) All facilities of the park may remain open while the parking area is redeveloped, however in the event parking on City streets creates nuisance conditions, Ramsey County Parks will close the off-leash dog area until parking is again provided for park users at the Lexington Trailhead.
- 8) The Staff is authorized to issue grading and building permits for this project.

This approval is based on the following findings:

1. The proposed use is a permitted use in the OS, Open Space District and the GF, General Flood Plain District.
2. The use and proposed alterations are consistent with the Planned Land Use, goals and policies of the Comprehensive Plan, Chapter 4, Land Use and Chapter 10, Parks.
3. The storm water management plan is consistent with the City Surface Water Management Plan.
4. The redevelopment is consistent with the Architectural and Site Design criteria and other standards specified in the Municipal Code.

### VOTE:

**AYES:**

**NAYS:**

**TO:** Planning Commission

**FROM:** Kathleen Nordine, City Planner

**DATE:** January 24, 2013

**SUBJECT:** File No. 2454-12-17; Text Amendment – Vehicle Sales, City of Shoreview

### **INTRODUCTION**

The Planning Commission previously held a public hearing to consider a text amendment regarding vehicle and equipment sales and rentals in commercial districts. The proposed amendment added a new section identifying prohibited uses, which specified vehicle and equipment sales and rental as a prohibited use. This use would also be removed from the C-2, General Commercial District.

The Commission tabled the text amendment the August and September Commission meetings due to questions raised regarding indoor vehicle sales and how vehicle and equipment sales and rental is defined and the impact on uses such as household equipment rental, vehicle rentals, moving vans and party rentals. Staff was asked to better define this type of use while permitting those sale and rental uses that are less intense and address indoor vehicle sales.

### **PROPOSED TEXT AMENDMENT**

The original intent of the text amendment was to prohibit vehicle and equipment sales and rentals that require large outdoor display, sales or storage lots. Examples include new and used car dealers, recreational vehicle sales and rental, heavy equipment sales and rental, small structure display and storage yards, etc. The intent of the amendment was not to restrict the rental of household equipment or prohibit vehicle rentals. In response to the discussion, the Staff has gathered additional information and is presenting two options for the Commission to consider.

The first option addresses vehicle and equipment sales and rental by prohibiting all uses with an open sales lot unless otherwise permitted in the Development Code. The second option differs in that it prohibits vehicle and equipment sales with open sales lot but would allow this use within a building as a permitted use. The following summarizes the proposed text language.

The proposed changes include:

#### **Section 202, Definitions.**

Adding definitions for the following; construction/heavy equipment sales and rental, vehicle sales, and auto rental and service facility.

*Note the City currently has a definition of open sales lot which is “Any and used or occupied for the purpose of buying, selling, renting or leasing any goods, materials or merchandise and for the storing of the same under the open sky prior to sale.”*

**Section 205.035, Prohibited Uses.**

*Option No. 1 - Prohibiting Construction/Heavy Equipment Sales and Open Sales Lots, except as otherwise permitted in the Development Code.*

*Option No. 2 - Prohibiting Construction/Heavy Equipment Sales and Open Sales Lots except as otherwise permitted by the Development Code. Permitting indoor vehicle and equipment rental and sales as a permitted use.*

**Section 205.043, General Commercial District – Conditional Uses**

Allowing vehicle rental and rental service facilities as a conditional use and establishing standards to regulate the use. Proposed standards include limiting the number of vehicles on site, and parking stalls required on-site location for storage, etc.

Please see the attached ordinance language.

**Staff Recommendation**

The Staff is asking the Planning Commission to re-open the Public Hearing and discuss the proposed text amendments. Two options are being presented to the Commission for review. The first prohibits all open sales lots, including vehicle and equipment sales and rental while the second prohibits those open sales lots but permits indoor vehicle and equipment sales and rental. Each option is addresses issues that have been raised by the Commission previously. Staff is recommending the Commission recommend approval of one of these options to the City Council.

Attachments

1. Planning Commission Minutes
  - a. August 28, 2012
  - b. September 25, 2012
2. Draft Text Amendment
  - a. Option 1
  - b. Option 2
3. Zoning Map
4. Motion

8. Calculation of impervious surface coverage for the existing and proposed site conditions.
9. All other reasonable information requested by staff as staff continues to review the application.

VOTE:                      Ayes - 5                      Nays - 2 (Proud, Schumer)

**PUBLIC HEARING – TEXT AMENDMENT – VEHICLE SALES**

**File No:            2454-12-17**

**Applicant:        City of Shoreview**

**Location:         City Wide**

**Presentation by City Planner Kathleen Nordine**

The City is seeking a Text Amendment to prohibit vehicle sales in commercial districts. In the Development Code for C2, General Commercial Districts, vehicle and equipment sales are permitted under a Conditional Use Permit. Actions needed are to add Section 203.035, Prohibited Uses, which would stipulate prohibition of sales of vehicles and equipment. Section 205.040 (B)(9) would be deleted, as it refers to uses not specified and is repetitive of existing language in Section 205.030. Section 205.043 (C) (2) that addresses vehicle and equipment sales would be deleted.

A phone call was received from Ed Schenk, owner of C & E Hardware, expressed concern about this amendment because he does rent out equipment, such as industrial cleaners and lawn mowers. He requested that equipment sales and rental be better defined. Staff is concerned about heavy equipment

Staff recommends approval for the text amendment to be forwarded to the City Council., or to table this request to add language that would better define vehicle/equipment sales and rental.

Ms. Nordine verified that proper notice was published for the public hearing.

Chair Solomonson opened the public hearing.

Commissioner McCool suggested that further consideration be given to giving more strength to what is required to obtain a Conditional Use Permit.

MOTION:    by Commissioner Proud, seconded by Commissioner Schumer to continue the public hearing and table this matter until the next regularly scheduled Planning Commission meeting.

VOTE:                      Ayes - 7                      Nays – 0

**MISCELLANEOUS**



- work on the property and maintained during the period of construction. The protection plan shall include wood chips and protective fencing at the drip line of the retained trees.
9. An erosion control plan shall be submitted with the building permit application and implemented during the construction of the new residence.
  10. A final site-grading plan shall be submitted and approved prior to issuance of a building permit.
  11. This approval shall expire after one year if the subdivision has not been recorded with Ramsey County.

This approval is based on the following findings:

***Variance***

1. *The property in question cannot be put to a reasonable use under the conditions allowed by the Development Ordinance.* The subdivision is a reasonable use of the property as both of the proposed lots comply with and exceed the minimum standards of the R-1, District, except for the depth of Parcel A. With a lot area over 11,000 square feet, a lot width of 119 feet and a lot depth of 100 feet, Parcel A does have adequate area for a single family residence. The front and rear setbacks conform to the setbacks of the R1 development district, which are 30 feet. Using those setbacks the building pad for a future house would be about 40 feet deep and 99 feet wide. This pad size is ample for a future house.
2. *The hardship is created by circumstances unique to the property and was not created by the landowner.* The unique circumstance to the property is that it is a corner lot with 100 feet of frontage on Rice Street and 282 feet of frontage on Saint Marie Street. The property's large lot frontage is unique to the surrounding residential development pattern and contributes the need for a variance. The proposed depth of the property, though less than the minimum 125 feet required, is not out of character for the neighborhood.
3. *The variance will not alter the essential character of the neighborhood.* The proposed subdivision does not alter the existing lot configuration as the parcel now meets the definition of a Key Lot. The south rear lot line of the proposed lot abuts the side lot line on the adjacent parcel. The parcel immediately to the west, 176 St. Marie Street, has a similar development pattern in that it is a Key Lot that with the rear lot line abutting the side lot of the property to its south.

***Minor Subdivision***

1. The subdivision is consistent with the policies of the Comprehensive Plan and in compliance with the regulations of the Development Code.
2. The proposed lots conform to the adopted City standards for the R1 District.

**VOTE:**                      Ayes - 7                      Nays - 0

**CONTINUATION OF PUBLIC HEARING- TEXT AMENDMENT – VEHICLE SALES**

**File No:**                      2454-12-17  
**Applicant:**                City of Shoreview  
**Location:**                 City Wide

**Presentation by City Planner Kathleen Nordine**

This amendment was reviewed by the Planning Commission at the August 28, 2012 meeting. At that time, it was tabled because of questions regarding how vehicle and equipment sales would impact equipment rental businesses. The Amendment would prohibit vehicle and equipment sales in C2 Commercial areas. The intent is not to restrict rental of household equipment. Vehicle and equipment sales would be permitted as a conditional use.

Changes to the Code include the following:

**Section 202.** Definitions would be added for: 1) construction, 2) heavy equipment sales and rental, 3) vehicle sales and 4) automobile rental and service facility.

**Section 203.035** Prohibited Uses would be for construction, heavy equipment sales and rental, and vehicle sales.

**Section 205.040B9** would be deleted, as it is the same language as in Section 205.030.

**Section 205.043C2** would be added to allow vehicle rental and rental services facilities as conditional uses with stipulated standards.

Staff is recommending forwarding the text amendment to the City Council for approval.

Commissioner McCool stated that he did not see language for outdoor lots. A building to sell ATVs or motorcycles would be prohibited. Secondly, he questioned the limit of five vehicles for rental. Ms. Nordine explained that the definition of vehicle sales would prohibit ATVs, motorcycles and automobiles in the C2 District. The reason for the limit of five rental vehicles is that staff's research showed that a typical suburban rental facility has five cars.

Commissioner McCool stated that he will vote against this amendment because anyone wanting to build a nice building for sale of vehicles similar to Tousley Ford, would be prohibited from doing so. The vehicle sales language should be modified. His preference would be to discuss this at another meeting.

Chair Solomonson reopened the public hearing. There were no comments or questions from the public.

**MOTION:** by Commissioner Schumer, seconded by Commissioner Ferrington to close the public hearing.

**VOTE:** Ayes - 7 Nays - 0

**MOTION:** by Commissioner Schumer, seconded by Commissioner Ferrington to table the text amendment to Chapter 200 of the Municipal Code pertaining to vehicle and equipment sales and rental to address comments raised during the public hearing.

**VOTE:** Ayes - 7 Nays - 0



**MISCELLANEOUS**

Commissioners Wenner and Schumer are scheduled to respectively attend the City Council meetings on October 1, 2012 and October 15, 2012.

**ADJOURNMENT**

**MOTION:** by Commissioner Schumer, seconded by Commissioner McCool to adjourn the regular Planning Commission Meeting of September 25, 2012, at 11:03 p.m.

**VOTE:** Ayes - 7 Nays - 0

# OPTION 1

Definitions added

## 202 Definitions

Auto Rental and Service Facility: Buildings and premises used to rent passenger vehicles including automobiles, light trucks and vans. Said premises may be used store, clean, refuel and perform incidental servicing to vehicles associated with the automobile rental facility. No servicing of vehicles is offered to the general public.

Construction/Heavy Equipment Sales and Rental: Retail establishments selling or renting construction, farm, or other heavy equipment. Examples include cranes, earth moving equipment, tractors, combines, heavy trucks, etc.

Vehicle Sales: Any land or buildings used for in the sale of: automobiles, light trucks, travel trailers, recreational vehicles, boats and motorcycles.

## 205 Development Districts

**205.030 Permitted Uses.** For those uses not specifically noted, the City Manager or his/her designee shall make a determination as to whether the proposed use is permitted. Where a question arises, the Planning Commission shall make a recommendation to the City Council, which shall make the final determination.

**205.035 Prohibited Uses.** The following uses are prohibited within the City:

Construction/Heavy Equipment Sales and Rental  
Open Sales Lot unless otherwise permitted by the Development Code

**205.040 Business Districts Overview.** Within the City, business districts have been established to provide areas suitable for commercial, office and business park development. These business districts include the following districts:

- Limited Retail Service District (C1A)
- Retail Service District (C1)
- General Commercial District (C2)
- Office District (OFC)
- Business Park District (BPK)

**(B) Permitted Uses.** In addition to the permitted uses listed for each Commercial District, the following uses are also permitted.

~~(9) For those uses not specifically noted, the City Manger or his/her designee shall make a determination whether the proposed use should be listed as a permitted use within a particular zoning district. Compatibility with the purpose statement and permitted uses for the district and with the adjoining planned uses shall be considered when making this decision.~~

203.035  
Section added  
for Prohibited  
Uses

(9) Repetitive of  
205.030 above,  
therefore  
stricken from

**205.043 General Commercial District (C2)**

(A) Purpose. In addition to the purposes defined in Section 205.040(A) (Business District Overview, Purpose), the General Commercial District is intended to be located at an intersection that includes an arterial roadway. It should not be located adjacent to an area planned for residential use. This district is intended to permit uses such as motor vehicle fuel ~~and~~ service, ~~and~~ sales, convenience retail, restaurant, and motel/hotel uses that will not cause unsafe traffic conditions and which cater to visitors to the area.

(B) Permitted Uses. In addition to the uses defined in Sections 205.040(B) (Overview) and 205.042(B) (Retail Service District), the following types of activities, as well as similar uses, are permitted:

- dispensing propane/compressed natural gas
- fuel stations
- motels, hotels
- restaurants
- seasonal produce/Christmas tree sales
- truck/car washes

(C) Conditional Uses.

(1) Approval of a Conditional Use Permit shall require compliance with the requirements set forth in Section 203.032(D) (Conditional Use Permits). In addition, when the site abuts land planned for residential use as defined by the Shoreview Comprehensive Guide Plan, the City may:

- (a) prohibit access from a predominately residential street.
- (b) restrict the hours of operation for loading docks, drive-up facilities, self-service fuel sales, outdoor display/activity areas that are lighted and have an outdoor speaker system(s) and any use that could promote loitering, such as a tavern or commercial recreation use.
- (c) require greater than minimum setbacks for structures and driveways.
- (d) require opaque screening to eliminate headlight glare.
- (e) impose any other restriction it deems to be in the public interest. If the proposed conditional use is an adult establishment, outside storage and display and accessory structures are prohibited.

(2) automobile rental and service facility added with performance standards

vehicle and equipment sales and rental stricken from text

(2) The following uses are permitted with a conditional use permit:

- adult establishments
- automobile rental and service facility:
- automobile service station

auto body repair and painting  
commercial recreation uses  
uses with drive-up facilities or loading docks within 75 feet of property  
zoned for residential use  
~~vehicle and equipment sales and rental~~  
pawnbroker shops

(a) Auto Rental and Service Facility. Approval of a conditional use permit for an auto rental and service facility shall comply with the following standards:

- i. The use is permitted in single-tenant or multi-tenant commercial buildings.
- ii. No more than five (5) rental cars for pick-up or drop off in the short term may be parked and/or stored on the property.
- iii. The number of parking stalls provided this use shall be in addition to the City's minimum parking requirements for the property and shall be located to the rear or side of the building.
- iv. No servicing of vehicles shall be offered to the general public.

## OPTION 2

Definitions added

### 202 Definitions

Auto Rental and Service Facility: Buildings and premises used to rent passenger vehicles including automobiles, light trucks and vans. Said premises may be used store, clean, refuel and perform incidental servicing to vehicles associated with the automobile rental facility. No servicing of vehicles is offered to the general public.

Construction/Heavy Equipment Sales and Rental: Retail establishments selling or renting construction, farm, or other heavy equipment. Examples include cranes, earth moving equipment, tractors, combines, heavy trucks, etc.

Vehicle Sales: Any land or buildings used for in the sale of: automobiles, light trucks, travel trailers, recreational vehicles, boats and motorcycles.

### 205 Development Districts

**205.030 Permitted Uses.** For those uses not specifically noted, the City Manager or his/her designee shall make a determination as to whether the proposed use is permitted. Where a question arises, the Planning Commission shall make a recommendation to the City Council, which shall make the final determination.

**205.035 Prohibited Uses.** The following uses are prohibited within the City:

Construction/Heavy Equipment Sales and Rental  
Open Sales Lot unless otherwise permitted by the Development Code

**205.040 Business Districts Overview.** Within the City, business districts have been established to provide areas suitable for commercial, office and business park development. These business districts include the following districts:

Limited Retail Service District (C1A)  
Retail Service District (C1)  
General Commercial District (C2)  
Office District (OFC)  
Business Park District (BPK)

(B) Permitted Uses. In addition to the permitted uses listed for each Commercial District, the following uses are also permitted.

~~(9) For those uses not specifically noted, the City Manger or his/her designee shall make a determination whether the proposed use should be listed as a permitted use within a particular zoning district. Compatibility with the purpose statement and permitted uses for the district and with the adjoining planned uses shall be considered when making this decision.~~

203.035  
Section added  
for Prohibited  
Uses

(9) Repetitive of  
205.030 above,  
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stricken from

**205.043 General Commercial District (C2)**

(A) Purpose. In addition to the purposes defined in Section 205.040(A) (Business District Overview, Purpose), the General Commercial District is intended to be located at an intersection that includes an arterial roadway. It should not be located adjacent to an area planned for residential use. This district is intended to permit uses such as motor vehicle fuel, ~~and service, and sales,~~ convenience retail, restaurant, and motel/hotel uses that will not cause unsafe traffic conditions and which cater to visitors to the area.

(B) Permitted Uses. In addition to the uses defined in Sections 205.040(B) (Overview) and 205.042(B) (Retail Service District), the following types of activities, as well as similar uses, are permitted:

- dispensing propane/compressed natural gas
- fuel stations
- motels, hotels
- restaurants
- seasonal produce/Christmas tree sales
- truck/car washes
- vehicle and equipment sales and rental located within a fully enclosed building

(C) Conditional Uses.

(1) Approval of a Conditional Use Permit shall require compliance with the requirements set forth in Section 203.032(D) (Conditional Use Permits). In addition, when the site abuts land planned for residential use as defined by the Shoreview Comprehensive Guide Plan, the City may:

- (a) prohibit access from a predominately residential street.
- (b) restrict the hours of operation for loading docks, drive-up facilities, self-service fuel sales, outdoor display/activity areas that are lighted and have an outdoor speaker system(s) and any use that could promote loitering, such as a tavern or commercial recreation use.
- (c) require greater than minimum setbacks for structures and driveways.
- (d) require opaque screening to eliminate headlight glare.
- (e) impose any other restriction it deems to be in the public interest. If the proposed conditional use is an adult establishment, outside storage and display and accessory structures are prohibited.

(2) The following uses are permitted with a conditional use permit:

- adult establishments

Vehicle/equipment sales and rental located within a building would be a permitted use

(2) automobile rental and service facility added with performance standards

vehicle and equipment sales and rental stricken from text

automobile rental and service facility:

automobile service station

auto body repair and painting

commercial recreation uses

uses with drive-up facilities or loading docks within 75 feet of property

zoned for residential use

~~vehicle and equipment sales and rental~~

pawnbroker shops

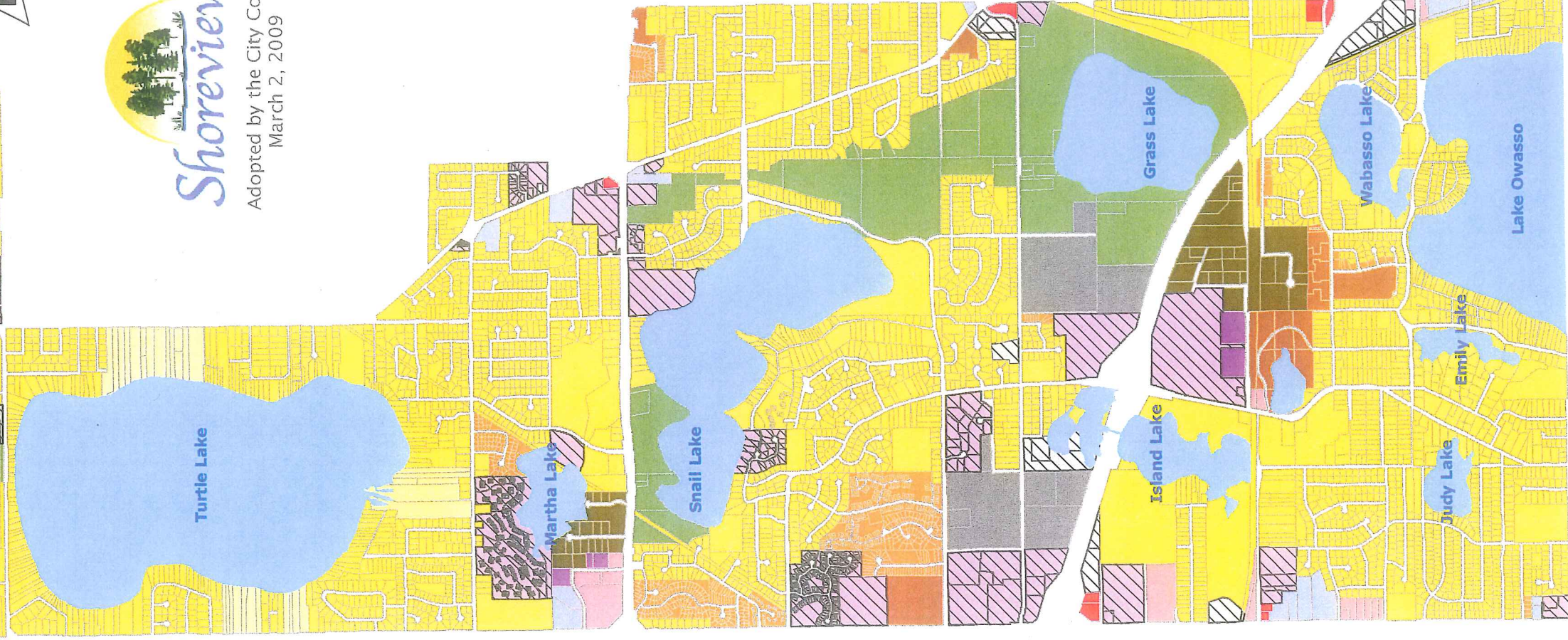
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- i. The use is permitted in single-tenant or multi-tenant commercial buildings.
- ii. No more than five (5) rental cars for pick-up or drop off in the short term may be parked and/or stored on the property.
- iii. The number of parking stalls provided this use shall be in addition to the City's minimum parking requirements for the property and shall be located to the rear or side of the building.
- iv. No servicing of vehicles shall be offered to the general public.



### Zoning Classifications

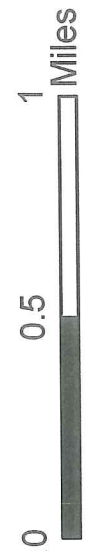
- RE - Residential Estate
- R1 - Detached Residential
- R2 - Attached Residential
- R3 - Multi-Dwelling Residential
- R4 - Mobile Home Residential
- C1 - Retail Service
- C2 - General Commercial
- OFC - Office
- I - Industrial
- T - Tower
- OS - Open Space
- PUD - Planned Urban Development
- UND - Urban Under Developed
- BPK - Business Park
- Water



Disclaimer: Every effort has been made to ensure the completeness and accuracy of this map. However, data used to create this map was compiled from a number of sources and may contain errors. This map should be used for reference only. Data should be verified independently if used for any other purpose. This document is not a legally recorded map or survey and should not be used as such.

# Zoning Map

City of Shoreview Community Development Department





**PROPOSED MOTION**

**MOVED BY COMMISSION MEMBER** \_\_\_\_\_

**SECONDED BY COMMISSION MEMBER** \_\_\_\_\_

To recommend the City Council approve the text amendment (Option \_\_\_) to Chapter 200 of the Municipal Code pertaining to vehicle and equipment sales and rental.

**VOTE:**

**AYES:** \_\_\_\_\_

**NAYS:** \_\_\_\_\_

Regular Planning Commission Meeting – January 29, 2012